

# THE ILLUSTRATED LONDON NEWS

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SATURDAY, MAY 13, 1939.



THE KING SALUTING, WITH THE QUEEN BESIDE HIM, AS THE "EMPRESS OF AUSTRALIA" MOVED OFF AT THE START OF THEIR HISTORIC VOYAGE TO CANADA.

English reigning monarch to cross the Atlantic was significance which was not lost upon the thousands Majesties "God-speed," at Portsmouth, on May 6. The moving away to the strains of the National Anthem,

played by bands on the jetty, and on the after-deck of the "Empress of Australia." As she pulled out into the fairway, the King and Queen could be seen standing on the promenade deck, he at the salute and she waving her handkerchief. There they remained until the liner passed the harbour mouth. (Keystone.)





By ARTHUR BRYANT.

EVERY age produces its own peculiar "cant" and "jargon"—a little stock of popular words of significance that are part of the common air of the time, but which, in a later age, are as out of date and disused as a bygone fashion. Thus during the seventeenth century in England such words as "Fanatic," "Papist" and "Tantivy," "Non-juror," "Occasional Conformist" and "Courtier" were the keys to the controversies of the hour. To-day, if I were to call my political opponent a "Fanatic" or even a "Papist" it would do him little harm: it probably would not even make him angry. But if I were to call him a "Fascist" or a "Red" it might well provoke a riot. In the same way "Democracy," "Totalitarianism," "Dictatorship," possess a potency that for the moment entitles them to rank as intoxicants with neat whisky or pure alcohol. Everybody uses such words without seriously considering what they imply, but with a wealth of feeling that makes up for any lack of precision in their meaning. They are words that, for the time being, are invested with almost sovereign powers. They are able to dispense with sense as absolute monarchs may dispense with laws. They have the power of life and death, and may decree war or peace. They must needs—so long as their reign endures—be treated with deference.

Among such words having current issue—a courtier, perhaps, rather than a ruler—is Propaganda. Twenty years ago I doubt if the man in the street had ever heard of it. But the Great War and the rival ideologies that have flourished since, have brought it into its own. It can now pass muster in almost any company. It is a word, like most of its kind, of loose definition, but it indicates an activity on which men and nations are prepared to spend millions. It covers advertisement and eyewash and incitement to patriotism and a trumpet call to war. It may, at its best, be something useful and even noble: at its worst something infinitely despicable. It is generally assumed to be the former if used by one's own countrymen, and the latter if employed on behalf of some other country with whom we do not happen to agree. Thus many distinguished English writers at the present time are preparing with the noblest intentions to serve their country by pursuing propaganda for the public good in the event of war. Yet almost any kind of statement on public affairs at the present moment by, say, a German or Italian is looked at with the gravest suspicion as a species of propaganda, and therefore, in such hands, of something vile and misleading. As a matter of fact it often—though not necessarily—is. That is why it is apt to be so dangerous a weapon even in a good man's hands. Even in one of one's own countryman's. The trouble about propaganda is that it causes one to shut one's eyes to the truth wherever the truth happens to be inconvenient to the particular thesis one is attempting to prove. That is why lawyers, whose whole life is spent in arguing cases, so often prove to be good politicians but poor statesmen, where truth is an ultimate necessity. A party case well presented may prevail for a time—occasionally even for a very long time. Yet it can never prevail for ever, for things to endure have to be founded on reality. The hour for judgment may not come soon, but it inevitably comes in the end. A lie or a half-truth may deceive the untrained mind for the moment, but at the last it, and all that is founded upon it, must perish. A system or policy based on untruthful propaganda is a house built on sand. For when the storm beats upon it, it is bound to fall, and its ultimate ruin will be all the greater.

The worst of telling a lie is that one is generally forced, as a result, to tell another. Lies beget lies. The father of the first lie may, as the old proverb says,



THE ANCIENT CEREMONY OF PRESENTING THE KEYS OF THE FORTRESS OF PORTSMOUTH TO THE VISITING SOVEREIGN, PERFORMED BEFORE THEIR MAJESTIES SAILED FROM PORTSMOUTH ON MAY 6: A CORPORAL OF THE 1ST BATTALION KING'S OWN SCOTTISH BORDERERS WITH THE KEYS.

The ceremony of the presentation of the Keys of the Fortress of Portsmouth to a visiting monarch last took place in 1890, when the keys were offered to Queen Victoria. The present keys date from 1814, but the ceremony itself is much older. There are two keys, kept in a mahogany case and bound with broad purple and crimson ribands, gold tasselled. By tradition they appear every evening on the dinner table of the officer commanding the troops at Portsmouth. (*Topical Press.*)

have been the devil, but since then he has never had need to exert himself again. The lies have gone on multiplying automatically. The worst of propaganda is that it tends to become a habit. And a habit of evading or obscuring the truth leads one, little by little, to the belief that truth does not matter. "What is truth?" said jesting Pilate; and would not stay for an answer.

Never did any man make so terrible a mistake. He and his reputation have paid for it ever since. It used to be—I like to think it still is—one of the great attributes of an Englishman that he was one who habitually preferred the absolute truth to falsehood, and spoke it as a matter of course. "Truth-teller was our English Duke" might, from the pen of a Machiavelli, be taken as an indifferent kind of flattery: from an English poet it was meant to be, and was, the highest praise. In many other countries the word "liar" has never been a term of serious abuse; in some it has even been a kind of compliment. In England it is one of the worst terms of abuse in the dictionary.

Much of the present English anger at the German Führer arises from the feeling that there was so wide a discrepancy between his word last September and his action in March as to constitute him a proved liar. That, in the English view, is an almost unforgivable thing to be. It is, therefore, all the more important that just now, when England and all she stands for is so much at test, that our own utterances in public word or print should bear our traditional hall-mark of honest truth. If for any immediate object, however apparently desirable, the pursuit of the wrong kind of propaganda is going to cause us to temper or modify the truth to our immediate needs, we shall fail at the test. I cannot think of anything more fatal to our cause and our ultimate survival as a great nation than to entrust our propaganda to anyone to whom the truth is not a prime consideration. It would be like sending a man with a lighted candle into a powder-magazine under one's own house.

In recent years I have noticed signs in the organs that form our public opinion of a forgetfulness of this ancient English virtue. One or two of our latest journals, in particular, seem to be lacking in it, possibly because, in some cases, they are written or directed by men who, through no fault of their own, do not altogether share our traditions. Yet it is a matter on which we cannot afford to be careless: the truth is as vital to our credit in the world as the rock of Gibraltar, and we must hold as firmly to it. It is the habit of stating half a truth only and deliberately leaving out the rest which is becoming so dangerous.

This is altogether a different matter from a difference of opinion or even emphasis. Thus I have seen it implied in more than one quarter that the recent German extradition—I think that is the *not just*—of Memel from Lithuania was a wholly unprovoked act of aggression, without a word to remind the public of the peculiar circumstances in which Memel passed out of German hands or came into the hands of Lithuania. One would think that there were reasons enough for a firm stand against attempts at snatching subjects away from their rightful owners.



THE KING AND QUEEN WITH MEMBERS OF THE ROYAL FAMILY WHO HAD BOARDED THE "EMPRESS OF AUSTRALIA" TO SAY GOOD-BYE TO THEIR MAJESTIES: (LEFT TO RIGHT) THE PRINCESS ROYAL; PRINCESS ELIZABETH; THE DUKE OF KENT; THE QUEEN; THE DUKE OF GLOUCESTER; PRINCESS MARGARET ROSE; THE KING; QUEEN MARY; THE EARL OF HAREWOOD; THE DUCHESS OF GLOUCESTER; AND THE DUCHESS OF KENT. (*Keystone.*)



## LONDON'S FAREWELL TO THEIR MAJESTIES: THE CROWDS AT ADMIRALTY ARCH.



ACCLAIMED BY THOUSANDS AT THE START OF THEIR LONG JOURNEY: THE KING AND QUEEN ENTERING TRAFALGAR SQUARE ON THEIR WAY TO WATERLOO; ACCOMPANIED BY THE LITTLE PRINCESSES; AND ESCORTED BY LIFE GUARDS.

London gave their Majesties a hearty send-off at the start of their long journey. No troops lined the route from the Palace to the station, and the atmosphere was one of informality. Crowds assembled outside the Palace and in the streets long before the departure. The sun shone brightly and the scene at the Victoria Memorial and on the Mall was reminiscent of the great occasion on the same day five years ago when King George V. and Queen Mary celebrated their Silver Jubilee.

In the forecourt of the Palace a detachment of the King's Guard was drawn up, and the scene was one of brilliant splendour as the royal party left. The journey to the station was made in an open carriage, with a Captain's Escort of Life Guards. The King was in naval uniform and saluted again and again in acknowledgment of the cheers of the thousands who had assembled in the Mall, in Trafalgar Square, in Whitehall, on Westminster Bridge, and in York Road. (Central Press.)



THEIR MAJESTIES' DEPARTURE FOR CANADA: AT WATERLOO STATION.



LONDON'S FAREWELL TO THE KING AND QUEEN: THEIR MAJESTIES, IN AN OPEN CARRIAGE WITH A CAPTAIN'S ESCORT OF THE LIFE GUARDS, APPROACHING WATERLOO STATION ON THE FIRST STAGE OF THEIR JOURNEY TO CANADA ALONG A ROUTE LINED BY CHEERING CROWDS. (L.N.A.)



THEIR MAJESTIES AT WATERLOO STATION BEFORE THEIR DEPARTURE FOR PORTSMOUTH: THE KING TALKING TO SIR THOMAS INSKIP (RIGHT); SHOWING THE QUEEN WITH THE PRINCESSES AND BEHIND THEM MR. NEVILLE CHAMBERLAIN, SIR SAMUEL HOARE AND LORD HALIFAX. (P.N.A.)

Waterloo Station was decorated with flags and banners to welcome their Majesties, while opposite the carriageway leading to the platform a guard of honour was mounted by members of the London Association of Canadian ex-Servicemen, a detachment of Air Force cadets and members of the Kingston unit of the Navy League Sea Cadet Corps. Awaiting the King and Queen on the platform were members of the Royal family, members of the Cabinet and

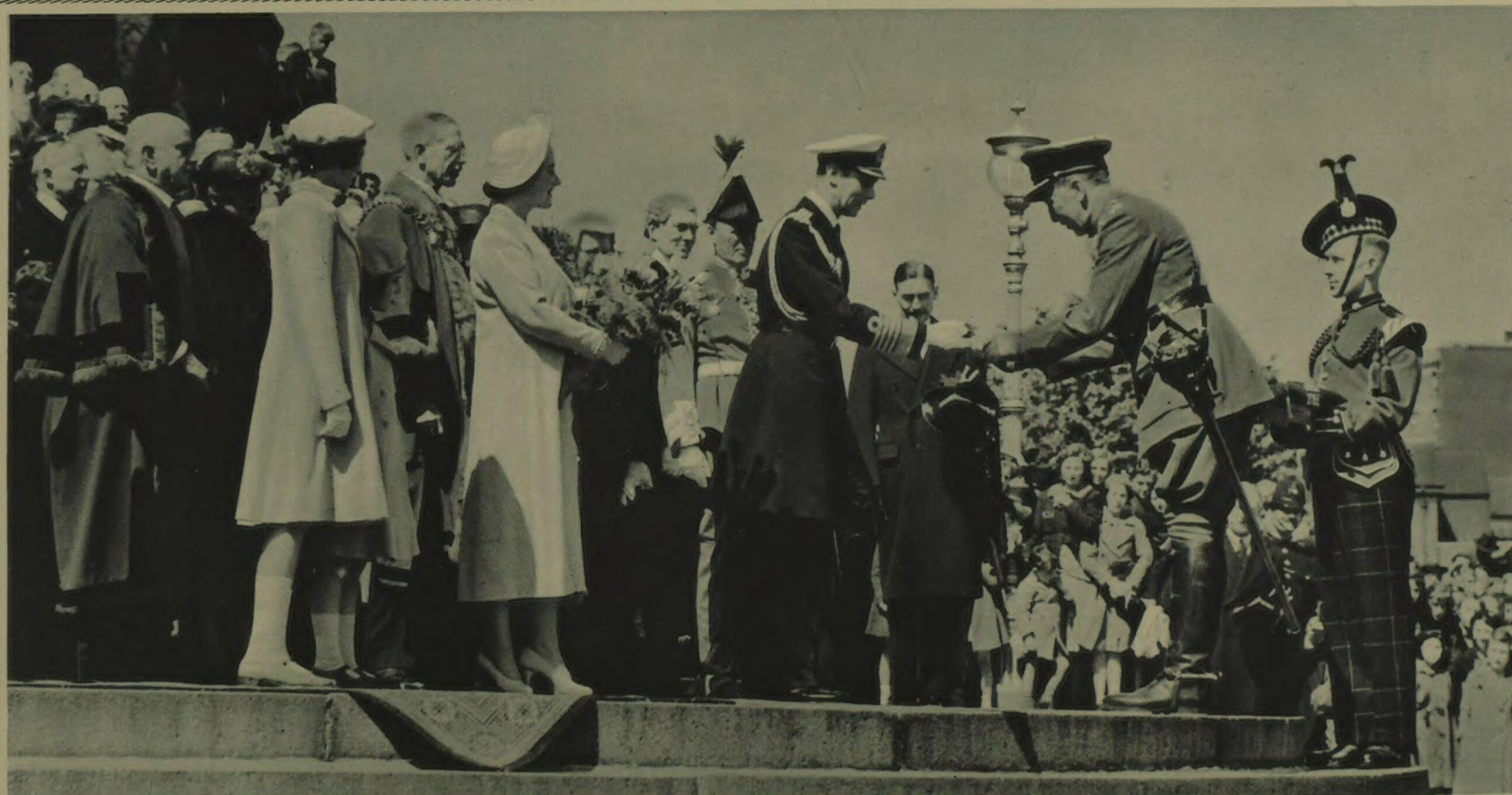
official dignitaries. Before entering the train which was to take them to Portsmouth their Majesties chatted for ten minutes with those who had come to take leave of them, including Mr. Joseph Kennedy, the American Ambassador, and the Hon. Vincent Massey, the High Commissioner for Canada. At 12.45 the train moved out of the station and the King and Queen stood at the carriage window acknowledging the farewell cheers.



## AT PORTSMOUTH BEFORE THE ROYAL DEPARTURE: RECEIVING THE KEYS.



PORTSMOUTH'S WELCOME TO THEIR MAJESTIES: THE GREAT CROWD WHICH WAITED OUTSIDE THE GUILDHALL (RIGHT), WHERE THE KING AND QUEEN WERE RECEIVED BY THE LORD MAYOR; THE ROUTE BEING LINED BY ROYAL MARINES. (A.P.)



THE KEYS OF THE FORTRESS OF PORTSMOUTH OFFERED TO THE KING IN ACCORDANCE WITH AN OLD CUSTOM: HIS MAJESTY TOUCHING THE KEYS AND RETURNING THEM TO THE OFFICER COMMANDING THE GARRISON, BRIGADIER W. ROBB. (Fox.)

The King and Queen arrived at Portsmouth at 2.10 p.m., to find a warm welcome awaiting them. The streets were gaily decorated and filled with cheering crowds numbering some 250,000. From the station the King and Queen, accompanied by Lord Mottistone (Lord Lieutenant of Hants) and the Lord and Lady Mayoress of Portsmouth, walked to the Guildhall, with the two Princesses following hand-in-hand. After inspecting the guard of honour—the

1st Battalion, King's Own Scottish Borderers, whose regimental band and pipers played a royal salute—the King received the Keys of the Fortress of Portsmouth from Brigadier W. Robb. As their Majesties left the Guildhall to drive in an open car to the dockyard, the Lord Mayor called for three cheers, which resounded all along the route. The route was kept by Regular troops, Royal Marines, Territorials, Air Raid Wardens, the British Legion, Boy Scouts and Girl Guides.



# THEIR MAJESTIES' VISIT TO CANADA: FINAL SCENES AT PORTSMOUTH.



THE KING AND QUEEN BOARD THE "EMPRESS OF AUSTRALIA" AT PORTSMOUTH: THEIR MAJESTIES, FOLLOWED BY PRINCESS ELIZABETH, WALKING UP THE GANGWAY WHILE THE ROYAL STANDARD WAS BROKEN AT THE LINER'S MAIN AND THE ADMIRALTY FLAG AT HER FOREMAST. (Wide World.)



QUEEN MARY TAKES LEAVE OF THE KING AND QUEEN: HER MAJESTY, ATTENDED BY VICE-ADMIRAL SIR DUDLEY NORTH, VICE-ADMIRAL COMMANDING H.M. YACHT, AND FOLLOWED BY PRINCESS ELIZABETH AND PRINCESS MARGARET, LEAVING THE "EMPRESS OF AUSTRALIA." (Central Press.)

The members of the Royal Family who had travelled from London to take leave of the King and Queen arrived on board the "Empress of Australia" before their Majesties. Queen Mary was attended by Vice-Admiral Sir Dudley North, Vice-Admiral Commanding H.M. Yacht since 1934. The King and Queen arrived on the jetty at 2.30 p.m. and were received by Admiral of the Fleet Lord Cork and Orrery, Commander-in-Chief, Portsmouth. His Majesty inspected

the guard of honour mounted by men from the Royal Naval Barracks and then, as he walked up the gangway to go aboard the liner, the Royal Standard was broken at her main and the Admiralty flag at her foremast, while a royal salute was fired by ships in harbour and by shore batteries. Before the liner sailed at 3.4 p.m. the Princesses were shown the royal apartments by the Queen and then they left with Queen Mary for the return journey to London.



ROYAL FAREWELLS FROM SHIP AND SHORE AT PORTSMOUTH.



THE ROYAL FAREWELL—FROM THE SHIP: THE KING AND QUEEN ON THE BRIDGE WITH VICE-ADMIRAL SIR DUDLEY NORTH; WHENCE THEY WAVED GOOD-BYE TO THE ROYAL FAMILY ON THE SHORE, WHO ARE IN THE PHOTOGRAPH BY THE FRONT OF THE LOCOMOTIVE IN THE CENTRE DISTANCE. (Keystone.)



THE ROYAL FAREWELL—FROM THE SHORE: THE LITTLE PRINCESSES WAVING THEIR HANDKERCHIEFS; WITH QUEEN MARY, THE DUCHESS OF GLOUCESTER, THE PRINCESS ROYAL, THE DUCHESS OF KENT AND THE DUKE OF KENT BEYOND. (S. and G.)

The members of the Royal Family who accompanied their Majesties aboard the "Empress of Australia" at Portsmouth remained in the ship for some twenty minutes. They inspected the royal suites and the main public rooms with the King, while the Queen herself showed them over her bedroom and sitting-room. The Princesses were so anxious to miss nothing of interest that the royal party were still aboard at sailing time. The King had to tell the children it was

time to leave, and the liner eventually cast off at 3.4 p.m. As the ship moved away, Princess Elizabeth and Princess Margaret stood on the jetty with the royal party. They waved farewell, and the King and Queen waved back. The band aboard the liner played and the crowds ashore cheered enthusiastically. The liner gathered speed, and though the King and Queen could no longer be seen, the Royal Family remained at the waterside watching her departure.



# A 21,000-TON LINER AS A "ROYAL YACHT": THE "EMPRESS OF AUSTRALIA."



H.M. THE QUEEN'S  
SITTING-ROOM IN THE  
"EMPRESS OF AUS-  
TRALIA."



THE QUEEN'S VERANDAH: COMFORTABLY FURNISHED AND LAVISHLY DECORATED  
WITH FLOWERS.

AS can be imagined, the preparations aboard the "Empress of Australia" for the royal voyage were of an elaborate order. They ranged from such matters as the affixing of special name-plates to the cabin doors to the installation of a new X-ray set in the Sick Bay. Exhaustive tests were made of the electric wiring in the royal suite, and as an example of the minute care taken of detail it may be mentioned that it was discovered that the plug attached to the King's electric razor did not fit, and this had to be renewed. Another late change was the sending down of a bed with chromium fittings for the Queen, in place of the satinwood bed from the Royal Yacht. The liner's smoking-room was converted into a private dining-room for the royal party.



CROWDS WATCHING THE "EMPRESS OF AUSTRALIA" LEAVE PORTSMOUTH; THE LINER WEARING THE CANADIAN PACIFIC HOUSE FLAG AT THE JACKSTAFF, THE ADMIRALTY FLAG AT THE FOREMAST, THE ROYAL STANDARD AT THE MAINMAST, AND THE WHITE ENSIGN AT THE STERN.



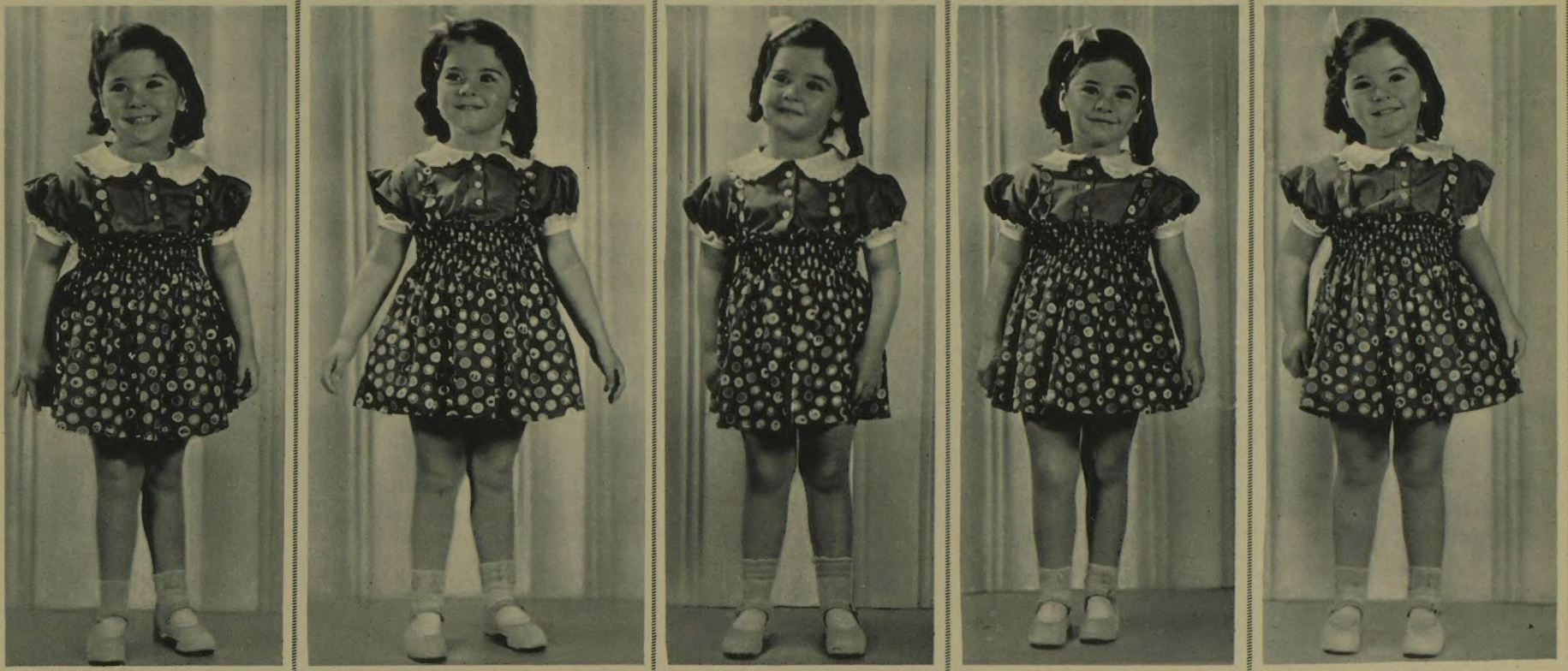
THE QUEEN'S BEDROOM ABOARD THE "EMPRESS OF AUSTRALIA"; THE BED BEARING HER MAJESTY'S CIPHER AT THE HEAD.



THE KING'S BEDROOM IN THE "EMPRESS OF AUSTRALIA"; WITH THE SIMPLE BEDSTEAD BROUGHT FROM THE ROYAL YACHT "VICTORIA AND ALBERT."



# THE DIONNE "QUINS" WHO WILL VISIT THEIR MAJESTIES AT TORONTO.



WORLD-FAMOUS WARDS OF THE KING WHO ARE TO VISIT THE KING AND QUEEN AT TORONTO ON MAY 22 : THE DIONNE QUINTUPLETS ; (LEFT TO RIGHT) MARIE, CECILE, YVONNE, EMILIE, AND ANNETTE.



IN ACCORDANCE WITH MODERN EDUCATIONAL THEORY, THE "QUINS" ARE TAUGHT TO BE ARTISTICALLY NIMBLE-FINGERED : (LEFT TO RIGHT) CECILE FITS TOGETHER A ROCOCO-SHAPED JIG-SAW PUZZLE ; MARIE THREADS A NECKLACE ; AND ANNETTE CONCENTRATES ON HER WATER-COLOURS.



DENOTING, PERHAPS, THE GIFT OF A FUTURE ARCHITECT : EMILIE APPEARS ENGROSSSED IN A BUILDING SHE IS ERECTING.



THE "THINGS OF THE MIND" ARE NOT NEGLECTED : THE DIONNE QUINTUPLETS LEARNING THEIR LESSONS WITH THEIR TEACHER.



ENJOYING SCRIBBLING ON THE BLACKBOARD : YVONNE EXHIBITS HER DRAWINGS OF A BLAZING SUN AND A CHAIR.

Quintuplets. These famous children were made wards of the King—and until they reach the age of eighteen, or one of them dies, will remain so—by the "Dionne Quintuplets Act" of the Ontario Legislature, which received the Royal Assent on March 27, 1935. A special train is being provided for the transport of the "Quins," and they are to be accompanied by Dr. Dafoe and two nurses. Normally, they live at Callander, Ontario. Previous to the birth of quintuplets,

AT Toronto, on May 22, it has been arranged that the King and Queen will be paid a visit by the Dionne

Mr. and Mrs. Dionne already had five children. The degree of interest manifested by people all over the world may be judged from the fact that by March 1936 the children had amassed the sum of £30,000. "The Country Doctor," however, a film in which the "Quins" appeared, was stated by an official of the cinema at which it received its London première to have been "neglected because it dealt with a simple human problem." In 1938 the "Quins," who are nearly five years old, recovered from a communal operation for tonsillitis with great rapidity; in general, they have shown a remarkably high standard of health.



# BOOKS OF THE DAY.

BOOKS referring to

Canada and the United States naturally acquired a special interest by the decision of the King and Queen to cross the Atlantic. Among such works one of outstanding importance is the autobiography of a famous statesman who was Prime Minister of Canada during the Great War, namely, "ROBERT LAIRD BORDEN: HIS MEMOIRS." Edited and with a Preface by Henry Borden. With Introduction by Arthur Meighen, and 12 pages of Illustrations (London: Macmillan; 2 Vols.; 42s.). Primarily, of course, this work is valuable as a record of the great part played by the author in Canadian and Imperial politics, and as such it will rank high in the historical literature of the Dominion. Beyond that, however, it has a deep personal interest as a self-told life-story, a revelation of character, and a vivid account of experiences, travels, friendships and conversations, related in readable style and with a considerable element of dry humour. Sir Robert's family history goes back on his father's side to a fourteenth-century Kentish ancestor, while his mother was of Scottish descent. From his early days he was a great reader, with a taste for the classics as well as modern literature, and he had been for eighteen years in the Law, a rising member of his profession, before he was persuaded by friends, in 1896, to stand for Parliament, at first much against his inclination. The interest of these volumes, therefore, is far from being entirely political. They cover the period from his birth in 1854 to his retirement from public life in 1920. Thereafter, on recovering his health, he lived an active life till his death in 1937. Of these last seventeen years, however, he left no written record, although he had intended to continue his diary.

In 1889 Sir Robert married Miss Laura Bond, of Halifax, Nova Scotia, "whose devotion and helpfulness," he writes, "during all the succeeding years, have been the chief support of my life's labours." In the early years of their married life they came several times to England. Thus, of 1893, he recalls: "Arriving in London, on July 5, we saw the wedding procession of the Duke of York, afterwards King George V. . . . I remember how intensely interested were all the Canadians in getting a glimpse of Queen Victoria as she passed; it was the only occasion on which I ever saw the Queen." Eight years later, when he was Leader of the Opposition in the Canadian Parliament, he writes: "On February 8, 1901, I had the duty and privilege of seconding Sir Wilfrid Laurier's resolution for an address to the King, expressing the sorrow of the Canadian Parliament and people at the demise of Queen Victoria." Another nine years, and we find him again voicing Canadian loyalty on the news of King Edward's death. In the course of his message, he said: "To the people of the Overseas Dominions the Crown personifies the dignity and majesty of the whole Empire; and through the Crown each Dominion is linked to others and to the Motherland. Thus, the Sovereign's death must thrill the Empire. But to-day's untimely tidings bring to the people of Canada the sense of a still deeper and more personal bereavement. They glorified their King's title of Peacemaker, and they believed him to be the greatest living force for the right within the Empire. In him died the greatest statesman and diplomat of Europe." Yet another link between Canada and the Royal Family which is recalled in these volumes is the Duke of Connaught's term of office as Governor-General.

Then came the war, and the chapters dealing with the prompt organisation of the Canadian forces and their splendid achievements provide a retrospect charged with profound significance to-day. Describing the opening of the Canadian Parliament on August 18, 1914, Sir Robert recalls part of his own speech, in which he said: "We have absolutely no quarrel with the German people. I believe that they are a peaceable people, that they are not naturally a warlike people, although unfortunately they are dominated at the present time by a military autocracy. No one can overestimate what civilisation and the world owe to Germany. In literature, in science, art and philosophy, in almost every department of human knowledge and activity, they have stood in the very forefront of the world's advancement. Nearly half a million of the very best citizens of Canada are of German origin. . . . As to our duty, all are agreed, we should stand shoulder to shoulder with Britain and the other British Dominions." Later, during visits to England, Sir Robert had more than one conversation with King George V., who discussed frankly with him the causes and conditions of the war. Referring to the work of the Imperial War Cabinet, and a speech which he made at the Canadian Club in London

By CHARLES E. BYLES.

in August, 1918, Sir Robert writes: "As to the policy of the Germans to secure, through world domination, control of world resources and thereby a commercial and industrial supremacy which would brook no rivalry, I pointed out that it lay within the power of Britain and the United States to place upon Germany restrictions against which she would struggle in vain." It was in the "Mauretania," which he had boarded in New York at midnight on Nov. 10, 1918, that Sir Robert heard of the Armistice. "The news," he writes, "was heard with great acclaim, except that the American troops, numbering about 4000, would gladly have had the opportunity of doing service at the Front." A subsequent chapter deals with Sir Robert's experiences at the Peace Conference in Paris. The illustrations are of much interest, but it seems curious to have used the same portrait as frontispiece for both volumes.

completely documented

as his. . . . We know not only what he was saying, but what he was thinking; his own preparatory notes are there for our reading. . . . Above all, we can achieve an understanding, such as no general summary could give us, of the President's patient, unremitting struggle to find an opening towards peace. . . . His vision of a League of Nations was not invented; it grew." Mingled with his public activities is the daily record of his intimate goings and comings, modes of recreation, and the names of innumerable visitors. Probably never before has it been possible to record so completely the daily life of an American President.

At one time during the war, President Wilson was evidently very uneasy as to the naval situation, and in a strictly confidential message of July 4, 1917 (reproduced in the book in facsimile) addressed to Admiral Sims, commanding the American Naval Forces in Europe, he wrote: "From the beginning of the war I have been surprised by nothing so much as the failure of the British Admiralty to use Great Britain's great naval superiority in any effective way. In the presence of the present submarine emergency they are helpless." In the same connection occurs a reference to the present President, who was then Assistant Secretary to the Navy. Under date Oct. 30, 1917, the biographer gives Wilson's reply "To Franklin D. Roosevelt, who had sent over 'in view of our several talks during the summer' a copy of his memorandum of 'Proposed measures to close English Channel and North Sea against submarines by mine barrage.' Urging the necessity of more haste and efficiency, Roosevelt concluded: ' . . . I dislike exaggeration, but it is really true that the elimination of all submarines from the waters between the United States and Europe must of necessity be a vital factor in winning the war.' "

The war-time Secretary of the U.S. Navy figures as President of the United States in sponsoring a British Admiral's reminiscences entitled "PULL TOGETHER!" The Memoirs of Admiral Sir Lewis Bayly. With Forewords by Franklin D. Roosevelt and Admiral Sir Roger Backhouse, and 23 Illustrations (Harrap; 15s.). In the light of recent international affairs, this book is a good antidote for pessimism, forming as it does a heartening record of Anglo-American co-operation in the most friendly spirit. Admiral Bayly died in May 1938, only a few days after completing these memoirs. In a Preface his niece, Violet Voysey, writes: "The book is not intended to be a full biography. The Admiral disliked any form of publicity; he wrote these chapters for me, asking that I should not publish them in his lifetime. He composed them entirely from memory, without even consulting a diary. He considered that it was wrong to make use of any official documents in writing a book of this kind. . . . It is no secret that Admiral Bayly's dream, for which he worked during all the years following the Armistice, was to bring together the United States and the British Empire in a closer unity."

To that end, the Admiral himself made a valuable contribution by his work in the war as Commander-in-Chief of the Western Approaches, with his headquarters at Queenstown. There he controlled a mixed American and British force, working the newly introduced convoy system and protecting trade routes against German submarines. President

Roosevelt, whose magnificent bid for world-peace has ensured him an honoured name in history, recalls in his Foreword his visit to Queenstown in July 1918, during a round of inspections of American naval activities in European waters. Admiral Bayly had ninety-two American ships under his command. Referring to the smooth running of the operations, President Roosevelt goes on to say: "This would not have been possible, however, had he not been able to inspire in the officers and men of the American ships a feeling that went beyond mere confidence. From Captain Poinsett Pringle, U.S.N., down, a spirit of personal affection for the Admiral sprang up, and within a year he had become almost a household word in both the American and British Navies. I remember that, before I left for overseas duty, many young officers came to me in the Navy Department and pleaded, almost with tears in their eyes, for assignment to new destroyers that were about to go into commission for duty under the Queenstown Command. When I went to Queenstown with Sir Eric Geddes, First Lord of the Admiralty, Admiral Bayly and Miss Voysey's house on the hill was not only the centre for the planning of major operations, but was also a haven where the young American officers were made to feel at

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## To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive also photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject sent should be accompanied by a suitable description.

Contributions should be addressed to: The Editor, *The Illustrated London News*, 32-34, St. Bride Street, London, E.C.4.

Sir Robert Borden's visit to Washington in February 1918, when he was presented to President Wilson by the British Ambassador, is mentioned in a new instalment of that monumental biography, "WOODROW WILSON." Life and Letters. War Leader, April 6, 1917—February 28, 1918. By Ray Stannard Baker. Illustrated. Vol. 7 (Heinemann; 21s.) This volume recalls to me the only occasion when I saw the President. It was in London, during his visit to Europe after the war, and he was driving in an open carriage, with his wife, past the Law Courts and along Fleet Street towards the City. My recollection of him is as a genially smiling man in happy mood. There was no suggestion of austerity or the cares of State, as in the fine frontispiece to the present book.

In this volume the biographer presents his material in strictly chronological order, instead of classifying it under subject-headings, as in the previous volumes. At the period it covers there was only one subject—the Great War. Wilson had suddenly become a world leader, and it became necessary to show him confronted, daily with grave and unprecedented problems. "No previous American administration," writes Mr. Baker, "is as



THE ROYAL VISIT TO CANADA: VIEWS OF QUEBEC, MONTREAL AND OTTAWA.



QUEBEC: A VIEW OF THE CITADEL (EXTREME LEFT), WHERE THEIR MAJESTIES WILL STAY, FROM THE ST. LAWRENCE RIVER. (Canadian National Railways.)



MONTREAL: THE EXTENSIVE VIEW OF THE CITY WHICH THE KING AND QUEEN WILL OBTAIN FROM THE SLOPES OF MOUNT ROYAL. (James Montagnes.)

The King and Queen, who left Portsmouth in the "Empress of Australia" on May 6 for their visit to Canada and the U.S.A., will arrive in the St. Lawrence River on May 15. The liner will drop anchor close to the Citadel, at Quebec, where their Majesties will stay for the night, and the Lieutenant-Governor, Mr. E. L. Patenaude, will welcome the King and Queen as they land in Canada. Their Majesties are to be the guests of the Canadian Government at luncheon, and the ninety members of the Canadian Privy Council with their wives have been invited to be present. This will be the

first occasion since confederation on which all members of the Canadian Privy Council have been brought together. On May 16, the King and Queen will visit Montreal for ten hours, where some 150 residents will be presented to them, together with five Canadian holders of the Victoria Cross, won during the Great War. In the afternoon, their Majesties will drive round the city and take tea at The Chalet, a building situated on the slopes of Mount Royal, which commands an extensive view of Montreal. The King and Queen will be entertained at a banquet before leaving for Ottawa.



THE KING AND QUEEN'S VISIT TO CANADA: A MAP OF THEIR MAJESTIES' ITINERARY, WITH A KEY SHOWING THE MODE OF TRAVEL ON DIFFERENT SECTIONS OF THE ROUTE, AND THE DATES OF THEIR ARRIVAL AND DEPARTURE AT VARIOUS CENTRES.



OTTAWA: THE CAPITAL OF THE DOMINION OF CANADA, WHERE THE KING AND QUEEN WILL BE IN RESIDENCE FOR FOUR DAYS. (Royal Canadian Air Force Photograph.)



RIDEAU HALL: THE OFFICIAL RESIDENCE OF THE GOVERNORS-GENERAL IN OTTAWA SINCE 1865, WHICH WILL BE OCCUPIED BY THEIR MAJESTIES. (Canadian National Railways.)

The King and Queen will arrive in Ottawa, the capital of the Dominion of Canada, on May 17, for a visit lasting four days. Their Majesties will stay at Rideau Hall, the official residence of the Governors-General since 1865, which has been renovated and redecorated throughout for their reception. The streets and buildings of the city are being decorated for their Majesties' welcome, and the route to Rideau Hall will be lined by flag-poles bearing banners and royal emblems. At night the principal buildings will be floodlit. The Governor-General and Lady Tweedsmuir will greet the King and Queen on their arrival, and on the platform will also be members of the Cabinet, Speakers of the Senate and House of Commons, local Members of Parliament and the Mayor and the Council. Their Majesties will lunch privately at Rideau Hall, and in the evening Lord Tweedsmuir will give a State

banquet in their honour. On May 18 the King will unveil the Canadian National War Memorial in Connaught Place, and their Majesties will attend the Parliamentary dinner to which members of the Senate and the Commons and their wives will be invited. The Queen has arranged to lay the corner-stone of the Supreme Court on May 19, and in the afternoon the King will prorogue Parliament if the session can be concluded, or if this is impossible his Majesty will give his Royal Assent to certain Bills. It is expected that the United States-Canadian trade treaty will be one of these. May 20 will be celebrated as the King's birthday, and the Trooping the Colour ceremony will be carried out on Parliament Hill. Their Majesties will lunch with the Prime Minister at his residence, and in the afternoon there will be a garden-party which some 6000 guests will attend at Rideau Hall.



## ACROSS THE PRAIRIES AND FIVE PROVINCIAL CAPITALS, GREAT CITIES, AND BEAUTY



KINGSTON, ONTARIO, WHICH THEIR MAJESTIES WILL REACH ON MAY 21: FAMOUS FOR THE ROYAL MILITARY COLLEGE OF CANADA, ESTABLISHED HERE, AND QUEEN'S UNIVERSITY. (Royal Canadian Air Force Photograph.)



CALGARY, ALBERTA, WHICH THEIR MAJESTIES REACH ON MAY 20: THE CITY, AND THE FINE BRIDGE SPANNING THE BOW RIVER. (Canadian Pacific Photograph.)



THE CAPITAL OF CANADA'S WESTERNMOST PROVINCE: A VIEW OF VICTORIA; SHOWING THE HARBOUR AND PROVINCIAL LEGISLATURE (FOREGROUND). Photograph: Canadian High Commissioner's Office.

On this double page we illustrate some of the most important places the King and Queen will visit on their westward journey across Canada, and on their way back. Quebec, Montreal and Ottawa have been dealt with on the preceding page. Their Majesties will leave Ottawa on May 20, and arrive at Kingston the next morning. Toronto is reached on May 22. The Lieutenant-Governor of Ontario, Mr. Albert Mathews, will meet them at the station, and they will drive to the City Hall to receive the address of welcome, then to the Legislative Assembly, where members of the Assembly and their wives will be presented. The Queen will go to the University to present colours to the Toronto Scottish Regiment, afterwards joining the King at



TORONTO: A VIEW OF THE SKYSCRAPERS OF THE CAPITAL OF ONTARIO, WHERE THEIR MAJESTIES WILL BE ENTERTAINED BY THE PROVINCIAL GOVERNMENT. Photograph: Canadian National Railway.



WHERE THE ROYAL STANDARD WILL FLY AMID THE ROCKIES: BANFF SPRINGS HOTEL, WHICH WILL BE RESERVED ENTIRELY FOR THE ROYAL SUITE. (Canadian Pacific Photograph.)



A WONDERFUL VIEW AT JASPER PARK LODGE, IN THE ROCKIES, WHERE THEIR MAJESTIES WILL SPEND A DAY RESTING ON THEIR RETURN JOURNEY EASTWARD. Photograph: Canadian National Railway.

Hart House, University of Toronto, for the lunch given by the Provincial Government. Another drive will take their Majesties to Woodbine Race-course, to see the race for the King's Plate. The Dionne Quintuplets will be presented to their Majesties at Toronto. The presentation will be an informal, taking place in the Premier's (Mr. Hepburn) office. Winnipeg will be reached on May 24. Before lunch, at Winnipeg, the King will broadcast his Empire Day message to his subjects throughout the world. Following a tour of Winnipeg and tea on the royal train, the King and Queen will drive to St. Boniface. On the way back, at the old Fort Garry Gate, the Governor of the Hudson's Bay Company, in compliance with a Charter granted by King Charles II., will

## ROCKIES TO THE PACIFIC: SPOTS WHICH THEIR MAJESTIES WILL VISIT IN CANADA.



WINNIPEG, CAPITAL OF MANITOBA, WHERE THE KING WILL DELIVER HIS EMPIRE DAY BROADCAST: A GENERAL VIEW LOOKING NORTH. (Royal Canadian Air Force Photograph.)



WHERE THEIR MAJESTIES WILL REACH THE PACIFIC: A VIEW OF VANCOUVER, SHOWING THE PICTURESQUE MOUNTAINS ACROSS BOWHARD INLET. Photograph: Canadian High Commissioner's Office.



EDMONTON, PROVINCIAL CAPITAL OF ALBERTA, THE MOST NORTHERLY CITY TOUCHED AT ON THE ROYAL TOUR; WITH THE PARLIAMENT BUILDINGS SEEN IN THE CENTRE. (Royal Canadian Air Force Photograph.)

pay the tribute due to the Sovereign when he enters any land obtained by the Company under the Charter. Their Majesties will be in Regina on the 26th. They will be met by the Lieutenant-Governor of Saskatchewan, Mr. A. P. McNab, and Mrs. McNab, and the Premier, Mr. W. J. Patterson. The programme at Saskatchewan resembles that at Toronto. Following halts at Moose Jaw and Medicine Hat, the royal train will reach Calgary in the afternoon of May 26. In the evening, their Majesties will proceed to Banff Springs Hotel to rest until the morning of May 28, without official ceremonies. Travelling through the Rockies, they will arrive at Vancouver on the following morning. They will be received by the Mayor, Mr. Telford, at the City Hall,



REGINA, CAPITAL OF SASKATCHEWAN, WHICH THEIR MAJESTIES REACH ON MAY 25: THE CITY AND PARLIAMENT BUILDINGS, LOOKING NORTH. (Royal Canadian Air Force Photograph.)



THE LIONS' GATE BRIDGE AT VANCOUVER, CLAIMED TO BE THE LONGEST BRIDGE IN THE EMPIRE, UNDER WHICH THEIR MAJESTIES WILL PASS ON THEIR WAY TO VICTORIA. (Central Press.)



THE BEAUTIFUL MUSKOKA LAKES WHERE THEIR MAJESTIES WILL SPEND AN INFORMAL MORNING ON THEIR RETURN JOURNEY THROUGH ONTARIO. (Royal Canadian Air Force Photograph.)

and go on a fifty-mile drive round the city, before leaving by steamer for Vancouver Island. At Victoria, the capital of British Columbia, they will be received by the Lieutenant-Governor, Mr. Eric Hamber, and will spend the night at Government House. On the following day, the ceremony of the presentation of the King's Colour to the Royal Canadian Navy will take place. Having reached their farthest point westward, their Majesties will begin their return journey on May 31. On their way back they will stop at the Lodge, Jasper Lake, in the National Park. This, like the hotel at Banff, will be closed to visitors during their Majesties' residence there. After recrossing the prairies, they will reach the delightful Muskoka Lakes in Ontario on June 6.



# THE ROYAL VISIT TO CANADA AND NEWFOUNDLAND: PLACES OF INTEREST.



LONDON: A CITY IN ONTARIO WHICH THE KING AND QUEEN WILL VISIT, ON JUNE 7, ON THEIR WAY TO THE UNITED STATES. (Keystone.)



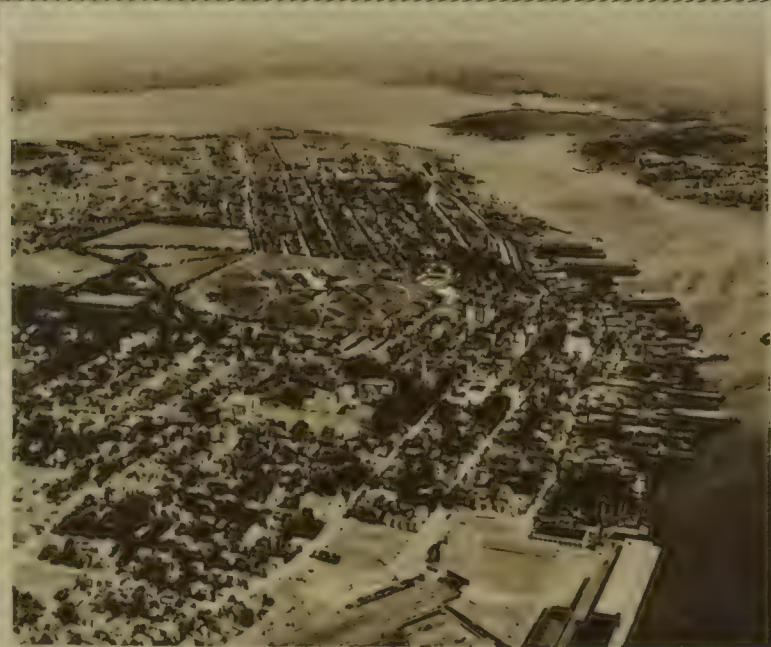
A PANORAMIC VIEW OF HAMILTON, ON LAKE ONTARIO: ONE OF THE CITIES WHICH THEIR MAJESTIES WILL VISIT ON JUNE 7.



AN AERIAL VIEW OF THE FALLS OF NIAGARA: ONE OF THE PLACES OF INTEREST TO BE VISITED BY THEIR MAJESTIES. (Canadian Pacific Photograph.)



IN THE MARITIME PROVINCES: THE HARBOUR OF ST. JOHN, NEW BRUNSWICK, WHERE THE KING AND QUEEN WILL ARRIVE ON JUNE 13. (Royal Canadian Air Force Photograph.)



WHERE THEIR MAJESTIES WILL CONCLUDE THEIR VISIT TO CANADA ON JUNE 15: THE HARBOUR AT HALIFAX, NOVA SCOTIA. (Canadian National Railways.)



THE OLDEST BRITISH COLONY: NEWFOUNDLAND; SHOWING THE HARBOUR AT ST. JOHN'S, WHERE THEIR MAJESTIES WILL ARRIVE ON JUNE 17.

After crossing Canada to the Pacific Coast the King and Queen will return eastwards preparatory to entering the United States as guests of President Roosevelt. On June 7 their Majesties will arrive at London, in Ontario, a city which is situated in one of the finest agricultural districts of the Dominion. The royal train will then go to Hamilton—passing through Ingersoll, Woodstock and Brantford—where it will stop for ninety minutes. Hamilton is situated on the shores of Lake Ontario and is one of the most beautiful and prosperous cities of the Province. Their Majesties will arrive at Niagara Falls at four o'clock in the afternoon and it is expected that they will spend some time viewing the magnificent spectacle of the Falls before dining at an hotel on the Canadian side of the river. At

9.30 the royal train will cross the Niagara Falls suspension bridge and the King and Queen will be welcomed at the Suspension Bridge Station, on the American side, by Mr. Cordell Hull, the United States Secretary of State, who will accompany them to Washington. The royal visit to the United States will be concluded on June 11 and their Majesties will return to Canada to tour the Maritime Provinces. They will visit Fredericton, the capital of New Brunswick, and St. John on June 13 and on the following day Charlottetown, Pictou, and New Glasgow. Their Majesties will conclude their visit to Canada at Halifax on June 15, but will call at Britain's oldest colony, Newfoundland, on June 17 before sailing for England—the first visit by a reigning sovereign to the colony.



# THE WORLD OF SCIENCE.

## A NEW USE FOR TAILS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

SOME little time ago, Mr. D. Colbran Pearse, the secretary of the Tasmanian Biological Survey, wrote to tell me that he always enjoyed reading this page, and hence sent me a most interesting letter and drawings concerning the Tasmanian bettong, or rat-kangaroo (*Bettongia cuniculus*), (Fig. 1) and its near relation, the Potorou (*Potorous tridactylus*). And this because he considered they had a distinct bearing on an article which appeared on this page on Sept. 3 last year, entitled "Tail-Twisters."

The bettong he describes as of about the size of a rabbit, and it hops after the manner of kangaroos. During the day it usually lies up in snug grass nests, or in holes in the ground covered with grass and twigs, or in a hollow log. This varied choice in the matter of a resting-place is interesting; for such vagaries, time and again, in animals of all kinds, have led to very important evolutionary changes. That is to say, when, by force of circumstances, the choice of resting-places—always associated with the pursuit of food—becomes restricted to one kind of refuge only, the consequent limitation of their activities in this regard begets structural changes. The mole, and the sloth, may be cited as extremes of this kind.

But, more than this, the bettong itself illustrates this stimulus to structural changes. For Mr. Pearse tells me that it likes to spend its hours of rest in comfort. To this end it gathers grass for bedding, and bears it off to some chosen spot. And this is done very methodically. For, having cut off a sufficient quantity, it squats on all fours and passes its tail forward under the body; then, taking the grass in its mouth, it transfers it, with its fore-paws, on to its forward-turned tail, which then grips the bundle. After giving a few kicks to tidy it up, the little sybarite hops off to make its bed. These two strange little animals, which share the same habits, present yet

as a "balancing-pole"; and when resting, to support the body as we use a stick surmounted by a seat. The constant stimulus to its tip, when so used, probably increased its sensitivity to touch, which increased in the tree-kangaroo when it started to climb trees. But what began the habit in these two ground-dwellers of turning the tail in the opposite direction to that of all the other kangaroos—that is to say, of turning it forwards under the belly? Even if we could answer this question, the most important would yet have to be answered. What brought about its sensitiveness to touch, and the further

of these creatures before we can gain any insight as to the agencies which have brought these remarkable powers into being. In our own harvest-mouse, the tail is prehensile; only, however, to a slight degree. But twisted in a very open spiral round a corn-stalk, it furnishes a very useful climbing-organ. Here, however, the whole tail, and not merely its tip, is brought into service.

The long, graduated series of bones which make up the tail in mammals disappeared in the birds millions of years ago, the terminal vertebrae having become transformed into a laterally compressed "ploughshare" bone, to which the long, stiff feathers we call the tail are attached. But here, as in the woodpeckers and tree-creepers, these feathers have developed long, spine-like shafts which play a most important part in tree-climbing. Some, at least, of the parrots, as in the rosy-faced love-bird (*Agapornis*), have developed a mode of carrying nesting-material, which recalls the use of the tail in the bettong kangaroos. For they carry hay and strips of soft bark, placed by the beak under the long upper coverts of the tail.

Persistent stimuli to the nerve-endings of the parts affected in all these strikingly modified organs, seem to be one of the principal agencies in moulding their tissues. A good illustration of this kind is furnished by the tail-flukes of the cetacea, and the manatees. Herein the tail is really of great length, though this is not obvious except in the skeleton. Now these creatures are lung-breathers, the descendants of land-dwelling ancestors resembling, say, the otters. But when life in the rivers was exchanged for a life in the sea, their food had to be sought by diving continuously in deep water. Being lung-breathers, a constant return to the surface for air became necessary, to be followed at once by a return to the depths for food. As a consequence, the intensive up-and-down thrusts of the tail needed to drive the massive body through the water gradually brought about a lateral expansion of the skin along each side of the end of the tail, to be gradually strengthened by an extensive development of fibrous elastic tissue to form the "tail-flukes," which, in the larger species, may have a width of several feet.



1. A SPECIES WHICH CARRIES BEDDING TO ITS RESTING-PLACE BY PRESSING THE BUNDLE AGAINST THE BELLY WITH ITS TAIL: THE BETTONG, OR RAT-KANGAROO (*BETTONGIA CUNICULUS*), OF TASMANIA.

The bedding chosen by the Bettong and the Potorou consists mainly of grass, which is cut off by the teeth, placed in the fore-paws, and then transferred to the forwardly directed tail.

From a drawing by the Secretary of the Tasmanian Biological Survey, Mr. D. Colbran Pearse.

remarkable adaptation to its functions as a grasping organ, and the instinct to use it for this purpose? No other known living animal has developed this singular form of grasping-organ—to "carry parcels"!

It is well worth while, in this connection, to note that a number of vertebrates, high and low in the scale, have developed prehensile tails. The sea-horse (*Hippocampus*) (Fig. 2) affords a striking illustration of this, for its tail can be coiled to a surprising extent, and is used as an anchor. This modification probably started with the habit of resting after the fashion of the "pipe-fish," its near relation. Herein the tail just touches against the weed-clump by which they are resting, and we may suppose that in an offshoot of this tribe, responses to this stimulus of touch gradually developed the twist which



2. THE ONLY MEMBER OF THE FISH-TRIBE TO USE ITS TAIL AS AN ANCHOR: THE SEA-HORSE (*HIPPOCAMPUS*), WHEREIN THE TAIL IS EXTREMELY FLEXIBLE AND CAN BE COILED ROUND SEAWEEDES OR CORALS.

Photograph by E. J. Manly.

another point worth noting. That they are true kangaroos admits of no doubt. But we must regard them as "kangaroos in the making," if only on account of the shortness of the hind-legs.

The curious habit mentioned above raises a very interesting point. These two, and the tree-kangaroo, are the only members of their tribe with a prehensile tail. Its great length, we must suppose, started when the habit of leaping came into being, when it served

at last ended in coiling. The sea-horse is the only member of the fish-tribe to use its tail after this fashion.

The South American spider-monkeys are the only long-tailed members of their tribe which have converted this organ into what we may call a flexible finger, possessing gripping powers of surprising efficiency, enabling the whole body to hang suspended by its grasp, though the opossums run them very close. We have evidently much yet to learn of the habits



3. LIKE ALL THE OPOSSUMS, POSSESSING VERY CONSIDERABLE COILING POWERS AT THE END OF THE TAIL: AZARA'S OPOSSUM (*DIDELPHYS AZARAE*).

The tail in this species is said to be used by the young, who cling to the fur on the mother's back and twist their tails round hers, which is carried above them for this purpose.

Photograph by D. Seth-Smith.

The river-haunting manatee and dugong have precisely similar tail-flukes. But herein they are lobe-shaped instead of triangular, except—and this is important—in the marine dugong (*Halicore*), wherein, as in the cetacea, they are triangular, giving us, apparently, the measure of the differences of resistance to be overcome as between fresh and salt water. Structures of this type give us a valuable insight into what we may call the effects of "use and disuse."



## THE FOUR-DAY NUPTIAL FESTIVITIES AT TEHERAN:

CELEBRATING THE MARRIAGE OF PRINCESS FAWZIEH OF EGYPT TO THE CROWN PRINCE OF IRAN.



AT THE MARRIAGE OF THE CROWN PRINCE OF IRAN TO PRINCESS FAWZIEH OF EGYPT: QUEEN NAZLI OF EGYPT, MOTHER OF THE BRIDE, AND RIZA KHAN PAHLEVI, SHAH OF IRAN.



THE SEVENTEEN-YEAR-OLD BRIDE AND HER TWENTY-YEAR-OLD BRIDEGROOM: EX-PRINCESS FAWZIEH OF EGYPT AND THE CROWN PRINCE OF IRAN.



A TRIUMPHAL ARCH ERECTED IN TEHERAN DECORATED WITH REPRODUCTIONS OF ANCIENT EGYPTIAN AND IRANIAN BAS-RELIEFS; WITH OTHER DECORATIONS VISIBLE BEYOND.



ENGLISH ROYALTY ATTENDING THE IRANIAN ROYAL WEDDING: PRINCESS ALICE (CENTRE) THE EARL OF ATHLONE (LEFT) THE CROWN PRINCESS OF IRAN, AND GRAF VON DER SCHULENBURG.



DANCING THE "LAMBETH WALK" IN THE BALLROOM OF THE GULISTAN PALACE AT THE BALL WHICH FOLLOWED THE SHAH OF IRAN'S BANQUET.



DRESSED IN PARIS FROCKS, AND WITH THE TRADITIONAL VEIL APPARENTLY COMPLETELY FORGOTTEN: IRANIAN DEBUTANTES AMUSED AT THE "LAMBETH WALK."

The festivities in Teheran celebrating the marriage of the Shahpur Mohammed Riza, the Crown Prince of Iran, to Princess Fawzieh, the sister of the King of Egypt, began on April 22 with the Shah's banquet to the representatives of all countries, and a brilliant reception in the Gulistan Palace. England was represented by Princess Alice, Countess of Athlone, and the Earl of Athlone; Germany by Graf von der Schulenburg; and Italy by the Duke of Spoleto. The reception took place in the Hall of Brilliants, which contains the Peacock Throne, and the evening concluded with fireworks in the Palace Garden. In all, the festivities

lasted four days. As can be seen from the above photographs, the women of Iran have completely adopted Western costume; and the veil has been discarded. The actual marriage contract was signed at the Abdin Palace, Cairo, on March 15, after which the Crown Prince and his bride, accompanied by the Queen Mother Nazli, went aboard the Royal Yacht for a cruise. On April 14 they arrived at the Iranian port, Bendar Schapur, whence a special train took them to Teheran, where they arrived on April 16. By this wedding two of the ruling houses of Islam are united, and it is thus an event of considerable political importance.



FROM MEDIAEVAL FORMALISM TO  
MID-VICTORIAN INGENUITY :



A "LION-MASK" STOOL—THE FIRST EXAMPLE OF ITS TYPE ACQUIRED BY THE VICTORIA AND ALBERT MUSEUM.  
"Lion-mask" furniture was fashionable in the great Palladian houses between 1725-40. This term is something of a misnomer, for, in fact, no consistency was attempted, and the arms of chairs decorated on the knees with lion-masks sometimes terminated in eagles' heads; or female masks would appear on the knees, lions' heads with shaggy manes terminating the arms. Stools in this style are of exceptional rarity.



A 19TH-CENTURY MUSICAL TOY, IN WHICH THE DANCERS AND MONKEY MOVE TO THE ORGAN-GRINDER'S MUSIC.  
This delightful musical toy has been presented to the Victoria and Albert Museum. Beating time with his baton, while his monkey jumps up and down, the gaily dressed organ-grinder accompanies the movements of the troupe of little dancers with a plaintive nostalgic air, the cadences of which recall a more light-hearted age. The costumes and hangings suggest a date about 1850.



A REMARKABLE ALABASTER STATUETTE, PROBABLY ITALIAN, AND REPRESENTING A FURY.  
This splendid alabaster statuette purchased under the bequest of Captain H. B. Murray may be intended for a Fury. It is closely allied in style to a bronze statuette in a private collection in Vienna, which has been connected with the School of Cellini on the grounds of its affinities with the figures on the base of the famous statue of Perseus in the Loggia dei Lanzi in Florence. There can be little question that the bronze is of Italian origin.



AN 18TH-CENTURY CUPBOARD WHICH COMBINES ROCOCO, "CHINESE" AND "GOTHICK" MOTIFS.  
This large mahogany cupboard, or "gentleman's clothes-press," has been generously presented to the Victoria and Albert Museum by Mr. E. E. Cook. It has carved decoration which includes rococo, "Chinese" and "Gothick" motifs. Dating from about 1760, it is particularly notable for the fretwork gallery which surmounts the upper stage.



A LATE FOURTEENTH-CENTURY GIRDLE CARVED OUT OF A SINGLE PIECE OF WOOD—THE ONLY ONE OF ITS KIND KNOWN.  
This girdle, the only one of its type known to have survived, and carved out of a single piece of thorn-wood, includes among its motifs the Arms of the House of Dreux as Dukes of Brittany and a coin in virtue of which the chain can be ascribed to the second half of the fourteenth century. It may have been supplied to its princely owner by an English craftsman. It seems very possible that it was made as a lady's ceremonial girdle.



AN AMUSING EARLY VICTORIAN ORNAMENT: A GENRE SCENE OF A MAN WATERING FLOWERS, IN WAX (1830-1840).  
The Museum has recently been fortunate in obtaining a number of important additions to the collection of waxes. Mr. Eric Bullivant has given a circular genre scene showing a man in the costume of the 1830's to 1840's watering a border of flowers which are growing in the name of "Bety." This charming conceit in full tradition of the period is extremely finely executed. The artist's signature, which would appear to be Lewi, has not as yet been traced, but the style suggests a German origin.

ACQUISITIONS AND PRESENTATIONS  
AT THE VICTORIA AND ALBERT.



A FRENCH EMPIRE PIECE UNLIKE ANYTHING ELSE IN THE MUSEUM: A TABLE ONCE AT THE ST. CLOUD PALACE.  
This table, generously presented by Miss H. Sanderson Stewart, is an interesting example of French Empire furniture dating from about the turn of the century, and in its use of wood in combination with metal is quite unlike any specimen of the style already in the Museum collections. Its main interest, however, lies in the fact that it bears the inventory mark of the Château de St. Cloud.



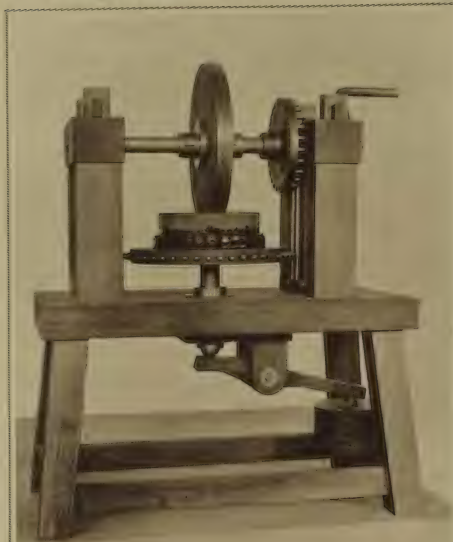
ONE OF THE COTMAN DRAWINGS IN THE SYDNEY D. KITSON BEQUEST: "THE SCULPTOR'S STUDIO."  
The recent acquisitions of the Victoria and Albert Museum include twenty drawings and water-colours by the celebrated Norwich School painter, John Sell Cotman (1782-1842), given under the terms of the will of the late Mr. Sydney D. Kitson. The drawings include "Landscape with Bakehouse," "The Draining-Mill," "The Investigation" (1828), and "The Sculptor's Studio."



ST. JAMES THE GREATER IN PILGRIM'S COSTUME: A FRENCH EARLY FIFTEENTH-CENTURY FIGURE.  
Dr. W. L. Hildburgh, F.S.A., has continued his generosity to the Museum by presenting this interesting stone figure of St. James the Greater in the costume of a pilgrim. The work shows considerable remains of paint, and probably dates from the end of the fourteenth or the beginning of the fifteenth century. Although undoubtedly of French origin, it would be difficult to insist on a regional ascription with any certainty.



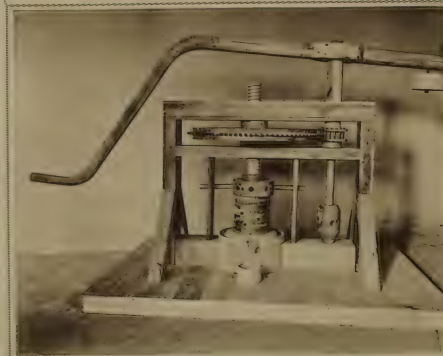
## LEONARDO DA VINCI AS MECHANICAL GENIUS: MACHINES



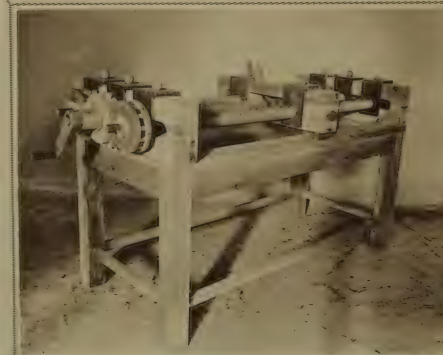
RECONSTRUCTED BY PROFESSOR DOMENICO ARGENTIERI FROM DESIGNS CONTAINED IN THE CODICE ATLANTICO AT MILAN: A MACHINE FOR GRINDING CURVED MIRRORS.



A MACHINE FOR DRAWING COPPER WIRE: A FULL-SCALE MODEL MADE ON THE BASIS OF DRAWINGS CONTAINED IN THE CODICE ATLANTICO.



ONE OF SEVERAL MACHINES RECONSTRUCTED FROM DESIGNS BY LEONARDO DA VINCI: AN OIL-PRESS AT THE LEONARDO DA VINCI EXHIBITION.



AN EXAMPLE OF LEONARDO DA VINCI'S MECHANICAL INGENUITY: A DOUBLE-SPINDLE SCREW-CUTTER RECONSTRUCTED FROM HIS SKETCHES FOR THE EXHIBITION.



PRE-DATING THE MODERN FIRE ESCAPE BY FOUR CENTURIES: A LADDER DESIGNED BY LEONARDO DA VINCI AND REPRODUCED ON A REDUCED SCALE.

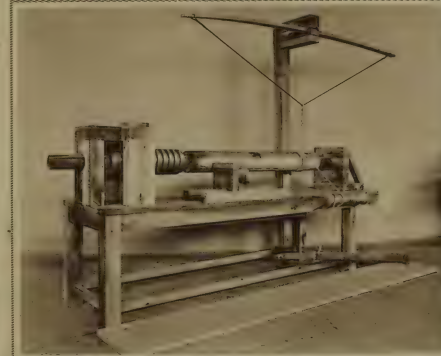
From May 9 to September 30 this year there is being held, in the Palazzo dell' Arte in Milan, a Leonardo da Vinci Exhibition which presents a complete review of the immense and many-sided activities of the great Renaissance painter and scientist. Paintings, drawings, and manuscripts have been lent to the Exhibition by Italian and foreign museums and by private collectors:

machines have been reconstructed from Leonardo's original drawings, and plaster casts, tracings and photographs of his studies in anatomy, architecture, and military art are displayed. The Exhibition comprises twenty sections devoted to the most important activities of Leonardo da Vinci and include painting, sculpture, engineering, military and civil mechanics, hydraulics,

## RECONSTRUCTED FROM SKETCHES FOR A MILAN EXHIBITION.



A PRINTING-PRESS WITH AN AUTOMATIC STONE-CARRIAGE: THE MODEL OF A HIGHLY INGENUOUS MACHINE DESIGNED BY LEONARDO DA VINCI.



A FEATURE OF THE LEONARDO DA VINCI EXHIBITION AT MILAN: A SCREW-CUTTING LATHE DESIGNED BY THE FAMOUS FIFTEENTH-CENTURY PAINTER AND ENGINEER.



RECONSTRUCTED BY SIGNOR ARDUO UCCALI FROM A DRAWING IN THE CODICE ATLANTICO: A BORING AND POLISHING MACHINE FOR CYLINDERS.



DESIGNED BY LEONARDO FOR LAND RECLAMATION WORK: A PILE-DRIVER WITH AUTOMATIC RELEASE RECONSTRUCTED FROM DRAWINGS IN THE CODICE ATLANTICO.



PRE-DATING SIMILAR PRESSES PRESERVED IN THE GUTENBERG MUSEUM AT MAGENZA BY ABOUT 150 YEARS: A PRINTING-PRESS DESIGNED BY LEONARDO.

physics, astronomy, and aeronautics. France has lent the Louvre version of the "Virgin of the Rocks," besides other pictures, manuscripts, and designs; while the King has sent documents from the Windsor Collection. Leonardo da Vinci (1452-1519) was a pupil of Andrea del Verrocchio and worked under the patronage of Lorenzo the Magnificent from about 1477 to 1492-93. Later

he left Florence to serve at the Court of Ludovico Sforza at Milan, where he remained until 1499. When Leonardo died he bequeathed his manuscripts to the care of Francesco Melzi, but in 1570 they were dispersed. A number of the note-books were bound into a single volume called the Codice Atlantico, which was presented to the Ambrosian Library at Milan in 1636.



# The World of the Kinema.

By MICHAEL ORME.

## TRAGEDY.

IT is not, perhaps, a matter for surprise that true tragedy is rare on the screen, since the kinema still remains the purveyor of mass entertainment. Even though the shadow-drama has acquired a larger vision and is by now sufficiently mature to draw within its radius subjects of serious interest, and even though, on occasion, it does avoid the fairy-tale ending of "they lived happily ever after," its aim is still to cater for the popular taste and to please a vast and widely dispersed public. That public, though it will swallow with avidity the grim facts of war, however realistically presented on the screen, or the catastrophes of air dramas, mainly because the bitter pills are gilded with spectacle and thrills, does not, taking it by and large, take kindly to the less sensational tragedies of men and women influenced by temperament, by circumstances, or by heredity—tragedy, in short, springing primarily from the mind. The average filmgoer is inclined to regard such themes as "gloomy." *La haute tragédie*, the classic form of tragedy, whose protagonists are steadily driven towards their ultimate fate by their temerity in measuring their strength with the gods, has a certain austerity of pattern that cannot, even when it is expressed in modern terms, be persuaded to yield to the incursions of "comic relief" or spectacular interludes. It has its own grandeur; it is aloof and can be terrible, but it makes no concessions to "box-office" values, and therefore cannot be counted as a safe card by the film-makers, who are wont to play for safety.

It would be wholly incorrect to say that no audience exists for tragedy on the screen. The smaller kinemas, devoted to Continental films, have presented works that fall within the frame of tragedy, and such pictures have not only created a profound impression, but have extended their drawing power far beyond the response to a *succès d'estime*. "*La Bête Humaine*," for instance, the French picture selected by the Marquis de Casa Maury for the opening of his new white and crimson kinema, the Paris, in Lower Regent Street, not only contains all the elements of tragedy, albeit on a lower plane than in its classic form,



"JAMAICA INN," THE PREMIERE OF WHICH WAS ARRANGED FOR MAY 12 AT THE REGAL, MARBLE ARCH: CHARLES LAUGHTON AS THE "SQUIRE," A DOUBLE-FACED ROGUE, HOLDING HIS PURSUERS AT BAY

"Jamaica Inn" is based upon Daphne du Maurier's novel of wrecking and smuggling in early nineteenth-century Cornwall. Charles Laughton plays the secretly sinister Squire, Maureen O'Hara the heroine, and Leslie Banks the brutal Joss.

has shown in venturing on to the sacred soil of Emily Brontë's masterpiece, "*Wuthering Heights*," and it is to be hoped that a brave effort, resulting in a picture that recaptures to a very great extent the haunting atmosphere of a famous book, will be generally appreciated. "*Wuthering Heights*," presented at the Gaumont, Haymarket, is a long picture, running for little less than two hours. It would be idle to contend that it is flawless. Nevertheless, I found every moment of it extraordinarily gripping, even when the American accent of the children—Cathy Earnshaw, her brother, and the gypsy vagrant, Heathcliff, in their youth—jarred on the ears,

and when, later, the elegancies of the Grange, which lured poor Cathy from her soul-mate, found a Hollywoodian interpretation of flunkeys and pillared portico.

The adaptation, by Messrs. Ben Hecht and Charles MacArthur, ends with the death of the first Cathy, leaving the history of the second Catherine and Hareton untouched. Here is a formidable weapon to put into the hands of the purist, who will probably use it to press home the point that a masterpiece had best be left alone if all of it cannot be translated into another medium. From the dramatist's point of view, the curtailment and the consequent concentration on the main love-story have undoubtedly preserved the unity that drama, whether of the stage or of the screen, demands, and have avoided, too, the pitfalls of ramifications possible in a novel, but weakening the links of a play. Certainly "*Wuthering Heights*," whatever its faults, emerges as a whole, moving steadily forward to its tragic ending, attuned to the wild winds of the uplands and marked from the outset with the sense of impending doom that emanates from Miss Brontë's pages.

Under Mr. William Wyler's direction the picture has poignancy, reticence, and often a shy beauty that lightens the weight of its sombre atmosphere. There are lovers' meetings after stormy recriminations when Cathy, fiercely resenting the humiliations thrust upon, and mutely accepted by, Heathcliff, tramples her devotion and his underfoot, only to seek him out beneath the ramparts of their "make-believe" castle on the moors in renewed surrender. These moments are memorable, and there are many others in which the director's imagination and discretion make themselves felt, many in which the complex characters of the "star-crossed" lovers are revealed in silent commentary, and very many in which the camera-work, the acting, and the direction combined pluck at our heart-strings.

The picture has been carefully and judiciously cast. A practically all-British company has been assembled, so that to the pleasure of listening to well-written dialogue can be



"TAIL SPIN," WHICH OPENED AT THE NEW GALLERY ON MAY 5: ALICE FAYE AS TRIXIE LEE (LEFT), THE PROFESSIONAL WOMAN PILOT, FACING GERRY LESTER (CONSTANCE BENNETT), THE RICH GIRL WHO THREATENS TO RUIN TRIXIE'S CAREER BY ENTERING HER MUCH FASTER MACHINE FOR AN IMPORTANT RACE.

The rivalry between Trixie Lee and Gerry Lester in this film of women in the air ends happily when Gerry gives a magnificent display of sportsmanship. Also in this still is Nancy Kelly as Lois Allen, an air-girl, who meets a tragic end.

but is a uniformly sombre piece whose central figure, Lantier, the engine-driver, is the victim of the sins of his forefathers. He is caught in a web of circumstances that is not of his own spinning, driven inexorably by the inherited streak of madness to kill the woman he loves, a woman unworthy of his devotion. One of the Rougon-Macquart series, in which M. Emile Zola attacked, with fearless realism, the social conditions of his time, "*La Bête Humaine*" has been brought to the screen in a very much condensed, but powerful, version, and is played with relentless veracity, especially by M. Jean Gabin, as the unhappy Lantier. Its drama is developed to the rhythm of the trains and punctuated by their continual passage. The pulse of human passions finds its counter-point in the throb of the great engines along the Iron Way. It must be admitted that the superb photography of the trains lends to the production a thrilling quality and an urgency, apart from its emotional content. Yet here is a picture, finely directed by M. Jean Renoir, whose darkness is seldom dispersed and whose chief protagonist evokes no other sensation than that of pity. Presented, however, to what is called "a specialised audience," its power will not go unrecognised.

What the appeal of "*La Bête Humaine*" would be to the greater public is quite another question. Any attempt to offer to the mass of filmgoers a screen-play of tragic nature takes a great deal of courage. That courage Mr. Goldwyn



"DARK VICTORY," THE PREMIERE OF WHICH WAS ARRANGED FOR MAY 12 AT THE WARNER THEATRE: GEORGE BRENT AS DR. FREDERICK STEELE, WITH HIS PATIENT, JUDITH TRAHERNE (BETTE DAVIS).

Dr. Frederick Steele is able by a skilful operation to prolong the life of Judith Traherne for ten months. After that, although she does not know it, death will come suddenly. Her discovery of this concealment turns her against Steele, but they find happiness together before the end.



"MIDNIGHT," WHICH IT WAS ARRANGED SHOULD BEGIN ITS RUN AT THE PLAZA ON MAY 11: EVE PEADODY (CLAUDETTE COLBERT), THE CHORUS GIRL MASQUERADING AS A BARONESS, WITH DON AMECHE (CENTRE), IN THIS SOPHISTICATED COMEDY.

In this still are seen (l. to r.) Francis Lederer as Jacques Picot, who falls in love with the chorus girl, Eve Peabody (Claudette Colbert); John Barrymore as Georges Flammarion, who engineers this romance; Don Ameche as Tibor Czerny, the taxi-driver whom Eve eventually marries; and Mary Astor as Hélène, Flammarion's wife.

added the pleasure of hearing it well spoken. Miss Merle Oberon rises magnificently to the difficult part of Cathy, giving by far the best performance of her career. She handles its swift emotional transitions beautifully, and lends an invincible truth to all its phases. Her violence, her loyalty, and her tragic denial of her love are brought into harmony in a performance that is vivid and admirably balanced. Mr. Laurence Olivier realises, in an equal degree, the tormented spirit of her lover, Heathcliff, revealing it through the sullen mask of his earlier acquiescence, in spasmodic glimpses of his passion and his hatred and, later, in the implacable pursuit of his revenge. As the old housekeeper and witness of a strange, wild love-story, to whom falls the task of telling it to the man who impinges on its supernatural aftermath, Miss Flora Robson is a pillar of strength, and Mr. David Niven's gentle Edgar Linton has the one asset which redeems a passive part—a quiet dignity. Very quietly, too, Miss Geraldine Fitzgerald creeps into the play, as Isabella Linton, who loves, marries, and hopes to comfort Heathcliff—a hope that founders and is submerged by his indifference and contempt. Miss Fitzgerald's sensitive and very moving portrayal comes as a surprise; but it will be more surprising still if Hollywood, having "discovered" the latent power in this small, wide-eyed Irish girl, should not bring her rapidly to the fore.



# THE NEW YORK WORLD'S FAIR OPENS:

PRESIDENT ROOSEVELT'S PEACE APPEAL; BRITISH AND OTHER PAVILIONS.



THE RUSSIAN PAVILION AT THE NEW YORK WORLD'S FAIR; BUILT ROUND AN AMPHITHEATRE DOMINATED BY A COLUMN SUPPORTING THE FIGURE OF A WORKER IN STAINLESS STEEL. (A.P.)



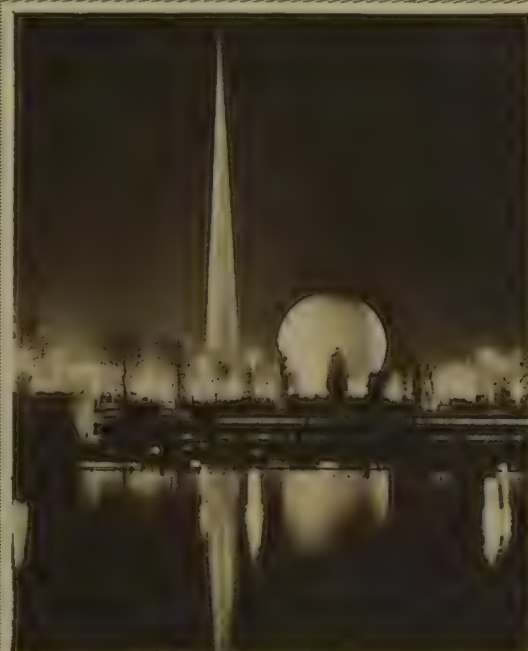
THE INAUGURATION OF GEORGE WASHINGTON AS FIRST PRESIDENT OF THE U.S.A. RE-ENACTED EXACTLY 150 YEARS AFTER IT TOOK PLACE, ON THE OPENING DAY OF THE WORLD'S FAIR; BEFORE THE COLOSSAL WASHINGTON STATUE. (A.P.)



PRESIDENT ROOSEVELT OPENING THE WORLD'S FAIR: AN OCCASION WHEN HE MADE AN APPEAL FOR PEACE AND LOOKED FORWARD TO THE LOWERING OF BARRIERS IN EUROPE. (Planet.)



A BRITISH CONTRIBUTION TO THE CELEBRATIONS ON THE OPENING DAY: A HISTORICAL TABLEAU IN AN OLD ENGLISH SETTING; AND A DISPLAY BY THE DAGENHAM GIRL PIPERS. (Keystone.)



THE THEME CENTRE OF THE FAIR ON THE EVENING OF THE OPENING DAY: THE ILLUMINATED PERISPHERE AND TRYLON RISING AMID FLOODLIT AVENUES. (Planet.)



THE BRITISH PAVILION: THE ROYAL ARMS ON THE BRIDGE, WHICH HAS AN INTERIOR DESIGNED TO GIVE VISITORS WHO CROSS IT AN IMPRESSION OF GOING OVER THE THAMES AT WESTMINSTER. (Keystone.)



THE CZECHOSLOVAK PAVILION, WHICH HAS BEEN OPENED IN SPITE OF THE INVASION OF THE COUNTRY BY GERMANY; WITH THE CZECH TRICOLOR FLAG (RIGHT) HALF-MASTED IN MOURNING FOR THE NATION. (Keystone.)

The New York World's Fair was opened by President Roosevelt on April 30. He made a peace appeal and said: "Often I think we Americans offer a silent prayer that on the continent of Europe, from which the American hemisphere was principally colonised, the years to come will break down the many barriers between nations." Sir Louis Beale, the Commissioner-General for the British Section of the Fair, was selected to speak on behalf of the sixty foreign nations represented. The only other speeches were by Mr. Lehman, Governor of New York State; Mr. La Guardia, Mayor of New York City; and Mr. Grover Whalen, President of the World's Fair.

The British Pavilion at the World's Fair occupies more space than that of any other foreign nation. In the Court of Honour is a heraldic display. There is an exhibit of the Crown Jewels in replica; and a magnificent collection of gold plate and silverware to which the King, the City of Birmingham and Livery Companies of London have contributed. (The silver in this exhibition and other features of the British Exhibit were illustrated in our issue of April 29.) An archway over the road linking the two parts of the Pavilion gives the illusion of crossing Westminster Bridge in the view of the Houses of Parliament and the Embankment.





# THE HOME FLEET TAKES LEAVE OF THEIR MAJESTIES IN THE CHANNEL: THE "EMPRESS OF AUSTRALIA" STEAMING BETWEEN THE LINES OF WARSHIPS.

Some two hours after the "Empress of Australia" had left Portsmouth with the King and Queen on board, she was met by ships of the Home Fleet formed in two lines. As the liner approached, preceded by the cruisers "Southampton" and "Glasgow" and followed by the battle-cruiser "Repulse," the warships fired a royal salute of twenty-one guns and then turned outwards, reversing their course, and forming an escort on each side of the

"Empress of Australia." To port were the battleship "Nelson," the destroyer "Boreas," the aircraft-carrier "Ark Royal," the destroyer "Echo," the battleship "Rodney," the destroyer "Express," and the cruiser "Newcastle"; and to starboard the cruiser "Aurora," the destroyers "Punjabi," "Mashona," "Bedouin" and "Tartar," the "Encounter," "Esapade" and "Esk," and the cruiser "Sheffield." Steaming at 18 knots, the two lines drew ahead

until the rear ships were in advance of the liner, and then the Fleet reduced speed to ten knots, and the Royal Squadron passed slowly through the lines with the King and Queen standing on the liner's upper bridge, while the ships' companies cheered them as they passed. As the "Empress of Australia" cleared the Fleet a second royal salute was fired, and then three squadrons of reconnaissance aircraft of the Fleet Air Arm, followed by a

fighter squadron which had been sent up earlier in the afternoon by the "Ark Royal," appeared from the west and, flying in formation, dipped in salute as they passed over the liner. The escorting cruisers then took up position on either side of the "Empress of Australia" and the Royal Squadron steamed away on its voyage across the Atlantic to Canada, where the King and Queen are expected to arrive on May 15. (A.P.)



## A PAGEANT OF THE NEWS OF THE A SURVEY OF CURRENT EVENTS ON LAND, SEA



AN AIR-RACE ALARM: PILOTS RUSHING TO THEIR MACHINES DURING A DEMONSTRATION OF SUPERMARINE "GALFIRE" FIGHTERS AT DUNFORD AIRFIELD, CAMBERLEIGH, ON MAY 4. The Air Ministry gave a demonstration of Supermarine "Galfire" fighters for the Press at Dunfords Aerodrome, Camberleigh. The display included an aerial race, showing how quickly the machines can take off, an attack on three biplanes, "blowdowns," air drill and the control of aircraft from the ground. Our readers will remember that we published a number of photographs, together with a description of these machines, in our issue of February 4 this year. (Charles E. Brown.)



**REALISM IN A.R.P.**  
TESTED: A THREE-STORY HOUSE, WITH A SPECIALLY REINFORCED BASEMENT, BLOWN UP BY TERRITORIAL ARMY SAPPHERS IN LIVERPOOL. A severe test of the plans for the protection of houses and basements in danger areas against air raids was carried out in Liverpool on May 4. In the presence of Home Office experts and Government engineers, a three-story house, which had had its basement reinforced, was blown up by Territorial Army sappers. The resulting explosion had been calculated to represent a 500-lb. bomb falling 50 ft. away yet, when the demolition squads had cleared the entrance to a vertical shaft, the basement was found to be intact. In preparation for the test the ceiling walls of the basement had been

**Left:**  
On May 5 Sir Kingsley Wood, the Air Minister, flew in one of the Air Council's air liners from the R.A.F. station at Bagin Bury to La Villaine, Guernsey, to open the new airport there. He was accompanied by Lieut-Colonel Sir Francis Sheldrake, Director-General of Civil Aviation. In his speech Sir Kingsley Wood said that he was speaking in an age when the air meant much both in peace and war. Air development had involved an entire change in our defence problems, and it was for that and other reasons that we were spending vast sums on our air defence. Our output was greater than we once deemed practicable. (C. E. Brown.)



THE OPENING OF THE NEW GUERNSEY AIRPORT BY SIR KINGSLEY WOOD: R.A.F. AND CIVIL AIRCRAFT ON THE AERODROME DURING THE CEREMONY.



QUEEN MARY WITH PRINCESS ELIZABETH AND PRINCESS MARGARET, DURING THEIR VISIT TO THE LONDON DOCKS. Princess Elizabeth and Princess Margaret Rose were taken by Queen Mary on a visit to the London Docks on May 8. It was one of the Princesses' Ministry afternoon excursion there. They went to the Port of London Authority's head office, in Trinity Square, North Woolwich, and a number of the largest boats. (F.)



THE END OF THE SOVIET ATTEMPT TO FLY NON-STOP FROM MOSCOW TO NEW YORK: KOKINANI (WHO WAS INJURED) SITTING BY HIS DAMAGED MACHINE ON MICOU BEACH, IN THE GULF OF ST. LAWRENCE.

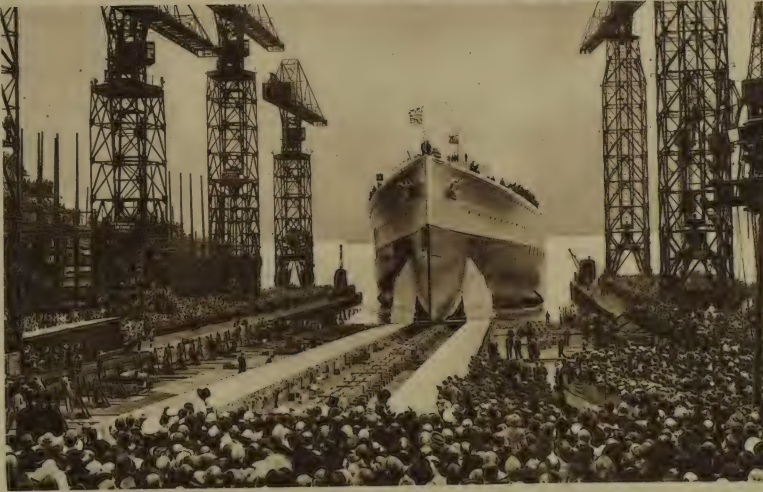
As noted in our last issue, when we gave a portrait of Vladimir Kokinani, the Soviet attempt to fly non-stop from Moscow to New York on the occasion of the opening of the World's Fair came to an end when the machine had to make a forced landing on marshy ground on Micoou Island, in the Gulf of St. Lawrence. All the same, the Soviet attempt had flown 4,073 miles in a straight line at an average speed of 265 m.p.h. in very bad weather conditions. At one point the temperature fell to 50° below zero Fahr., and their radio compass froze. Their machine appears to be an adaptation of the Soviet "Z.K.B.S." bomber powered by two Gnome-Rhone engines. (Peters.)

## DAY PRESENTED IN PICTURE FORM: AND IN THE AIR THROUGHOUT THE WORLD.



**AFTER THE EXPLOSION:**  
A DEMOLITION SQUAD CLEARING THE ENTRANCE TO A VERTICAL SHAFT LEADING TO THE BASEMENT, WHICH HAD WITHSTOOD THE SHOCK. Increased in width from 41 in. to 9 ft., and sheets of corrugated steel had been laid against the ceiling, supported by steel props placed not more than 5 ft. away from each other. To make the last more effective the basements of three adjoining houses all scheduled for demolition, were also braced, to enable the effects of collapse due to the explosion to be noted. The centre of one of these houses fell inwards throwing some fifty tons of debris on to the ground floor, while in the case of another, where the walls had not been thickened, only the props and joists were left standing. (A.P.)

**Right:**  
At 11 a.m. on May 3 H.M.S. "Princess of Wales" was launched at Birkenhead by the Princess Royal from the shipyard of Cammell Laird and Co. Some 50,000 spectators were present. Like her sister-ship, the King George V, launched by the King in February, the "Princess of Wales" is a vessel of 30,000 tons and of an entirely novel design. The remaining three ships of this class of five—the "Duke of York," "Jellicoe," and "Beatty"—will be launched shortly. Their speed is to be considerably higher than the 23 knots of the "Nelson" class; and their main armament is to consist of ten 16-in. guns in three turrets. (Spicer and General.)



THE SECOND OF BRITAIN'S NEW 35,000-TON BATTLESHIPS LAUNCHED BY THE PRINCESS ROYAL: THE SCENE AT BIRKENHEAD AS THE "PRINCESS OF WALES" TOOK THE WATER.



THE LARGEST MERCHANT SHIP LAUNCHED ON THE CLYDE IN 1939, LYING IN THE FITTING-OUT BASIN ALONGSIDE THE LARGEST VESSEL AFLOAT: THE "SUFFOLK," WITH THE "QUEEN ELIZABETH" IN THE BACKGROUND. The "Suffolk," which was launched on May 3 and has a displacement of 11,000 tons, now lies in the fitting-out basin of Messrs. John Brown and Co., Glasgow, of the "Queen Elizabeth," launched September 27 and the largest vessel afloat (over 35,000 tons). Considerable difficulties attended the launching of the "Suffolk," since she lay on the stocks opposite the stern of the "Queen Elizabeth." The occasion, however, exemplified sailing manship. The "Suffolk" took only sixteen minutes to build, a remarkably short space of time for building such a large ship. She was built for the New Zealand Shipping Co. (Wide World.)



"THE ILLUSTRATED LONDON NEWS" AND OTHER PAPERS PLACED IN THE FOUNDATION STONE OF WATERLOO BRIDGE: PREPARING FOR THE CEREMONY AT COUNTY HALL. On May 4 the Chairman of the L.C.C., Mrs. E. M. Lowe, placed copies of "The Illustrated London News" (March 18, 1939), "Vogue," the "Tailor and Cutter," and a number of daily papers for March 21, 1939, and the two following days on which the L.C.C. Jubilee celebrations were temporarily reported, in a copper cylinder, together with current postage stamps and coins. The cylinder was then deposited in the foundation stone of the new Waterloo Bridge. (Photographers.)



THE RETURN OF THE GERMAN AMBASSADOR TO LONDON: DR. VON DIERKEN, THE GERMAN AMBASSADOR, ARRIVED BACK IN LONDON ON MAY 6. The British Ambassador returned to Berlin on April 24. Dr. Von Dierken was recalled to Berlin immediately after Sir Neville Henderson was called home from Berlin to assist on the German invasion of Bohemia-Moravia. (Krylow.)



# THE CULT OF THE IBIS IN THE SACRED GALLERIES OF HERMOPOLIS.



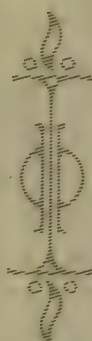
ONE OF THE FINEST OF THE EX-VOTO OBJECTS WHICH WERE SENT TO HERMOPOLIS BY PEOPLE IN EVERY PART IN EGYPT AND TREASURED IN THE UNDERGROUND GALLERIES: A GROUP SHOWING A PRINCE BETWEEN ISIS AND NEPHTHYS, PRESIDED OVER BY THE SACRED IBIS.



AN EX-VOTO OF A PRIESTESS IN THE FORM OF A NECKLACE WITH A HEAD IN THE STYLE OF THE GODDESS HATHOR; FOUND IN THE GALLERIES.



ONE OF THE FOUR CANOPIC JARS WHICH GUARDED THE SARCOPHAGUS OF A HIGH PRIEST OF THOTH, WHO WAS LAID TO REST AMONG THE MUMMIES OF THE IBIS IN THE GALLERIES AT HERMOPOLIS.



ANOTHER EX-VOTO GLORIFYING THE SACRED BIRD OF THOTH: THE IBIS STANDING HAUGHTILY BEFORE THE GODDESS MAAT, THE SCRIBE OF JUSTICE.

The first illustration on this page shows one of the finest of the ex-voto objects discovered in the underground galleries devoted to the cult of Thoth at Hermopolis. It represents a prince standing between the goddesses Isis and Nephthys, facing Horus in the middle of two cobras wearing the crowns of upper and lower Egypt. The sacred ibis of Thoth presides over the group perched on his pedestal, which is adorned with coloured faience representing papyrus flowers. The whole arrangement

recalls the part which Thoth played in the legend of Osiris and Horus, healing the injured eye of Horus, and helping the goddess Isis to put together the scattered remains of the dead god, Osiris. The canopic jar seen in the second illustration is one of four guarding the sarcophagus of a high priest of Thoth, who had been laid to rest among the thousands of mummified ibises and the other sacred objects of the underground galleries. (Photographs by Dr. Sami Gabra)



## THE SACRED GALLERIES OF HERMOPOLIS: PRIESTLY—AND IBIS SARCOPHAGI.



THE SARCOPHAGUS  
OF THE HIGH PRIEST  
OF THOTH FOUND  
IN THE GALLERIES  
AT HERMOPOLIS;  
WHEREIN THE  
MUMMY WAS LAID  
IN A WOODEN  
ANTHROPOID CASE.



A STOREHOUSE OF SACRED OBJECTS AT HERMOPOLIS: A CHAMBER PARTLY  
FILLED WITH JARS, STACKED UPON A BED OF SAND.



"AS IF LEAVING THE DARKNESS OF THE GALLERY TOWARDS SUNRISE AND LIFE": THE GROUP OF SIXTEEN SMALL IBIS SARCOPHAGI  
FOUND RANGED IN ROWS FACING THE SUNRISE, UPON THE FLOOR OF THE FIRST CORRIDOR EXPLORED BY DR. GABRA AT HERMOPOLIS.

DESCRIBING the scene shown in the third of these illustrations in his article on page 840, Dr. Gabra writes: "After clearing the thousands of jars which covered the floor of the first corridor, we found just in the middle a number of small sarcophagi in the form of ibises hewn of stone, with thick sides. A higher placed one, which is also of larger size, seems to lead them. They are placed in groups of eight, from west to east, forming a strange spectacle, as if they are leaving the darkness of the gallery towards sunrise and life. The number of eight is an allusion to the city of Hermopolis, spelt in Egyptian with eight strokes. Before the creation of the world, says an Egyptian legend, four gods and four goddesses lived in the watery abyss in the form of serpents and frogs; then Ra emerged and created the world through his word, or *logos*, carried by Thoth."



## EXPLORING THE GALLERIES OF HERMOPOLIS, THE SACRED CITY OF THOTH:

WORK WHICH HAS BROUGHT TO LIGHT THOUSANDS  
OF FINE BRONZE EX-VOTOS AND A UNIQUE PAPYRUS  
OF EGYPTIAN LAW AND GEOMETRY.

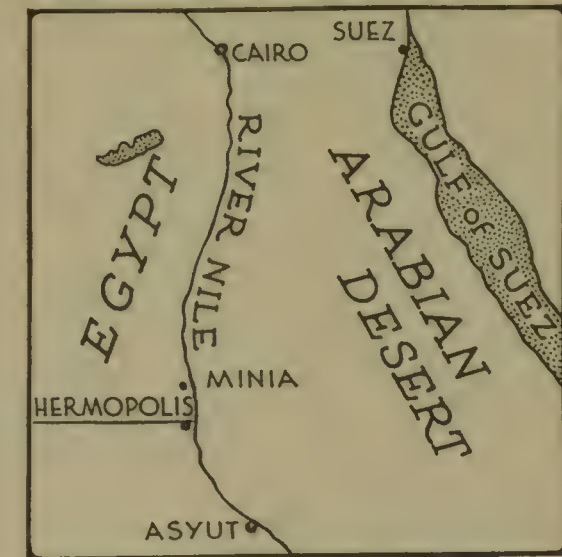
Photographs and Description by DR. SAMI GABRA, Professor of Ancient History and Archaeology at the Egyptian University, and Director of the University's Expedition to Hermopolis. (See also Photographs on preceding pages.)

The progress of the excavations undertaken at Hermopolis, the sacred city of Thoth, the ancient Egyptian God of Magic and Learning, has been previously described by Professor Sami Gabra in our issues of March 4, 1933, April 21, 1934, June 8, 1935, June 12, 1937, and July 2, 1938. A huge labyrinth of underground streets and catacombs has been discovered, connected with the

the watery abyss in the form of serpents and frogs; then Ra emerged from the blooming lotus and created the world through his word, or *logos*, carried by Thoth. Occasionally the niches contained statues of apes with the solar-disc on their heads, sitting on altars preceded by a flight of steps. As for the jars, they contained bronze ex-votos, wood or faience offerings,

consisting of statuettes of delicate technique. Amongst these ex-votos one can see the admirable bronze statue of a priest who was also the chief of the archives, kneeling with the offering between his hands. The lines of the body hardly covered with its folded linen gown are graceful, and the expression of the face is full of dignity and realism in its saitic style.

Statues of ibises are the most frequent specimens.



SHOWING THE POSITION OF HERMOPOLIS, THE SACRED CITY OF THOTH, THE GOD OF MAGIC AND LEARNING: A SKETCH MAP OF PART OF EGYPT.

Other specimens represent the ibis standing haughtily before the Goddess of Justice, Maat, regarded by the Egyptians as the scribe of justice. The ibis's body, when the beak is bent, resembles a heart, and one of its titles is: "Possessor of every kind of knowledge that comes through the heart."

One of the most interesting and rich ex-votos is that of a prince standing between Isis and Nephthys, facing Horus in the middle of two cobras wearing the crowns of Upper and Lower Egypt. Thoth presides over the group, perched on his pedestal adorned with coloured faience representing papyrus flower. The whole arrangement recalls the part which Thoth played in the legend of Osiris and Horus. It was Thoth who healed the damaged eye of Horus during his struggle with Set, and, through his magic, helped Isis in putting together the scattered members of the dead Osiris.

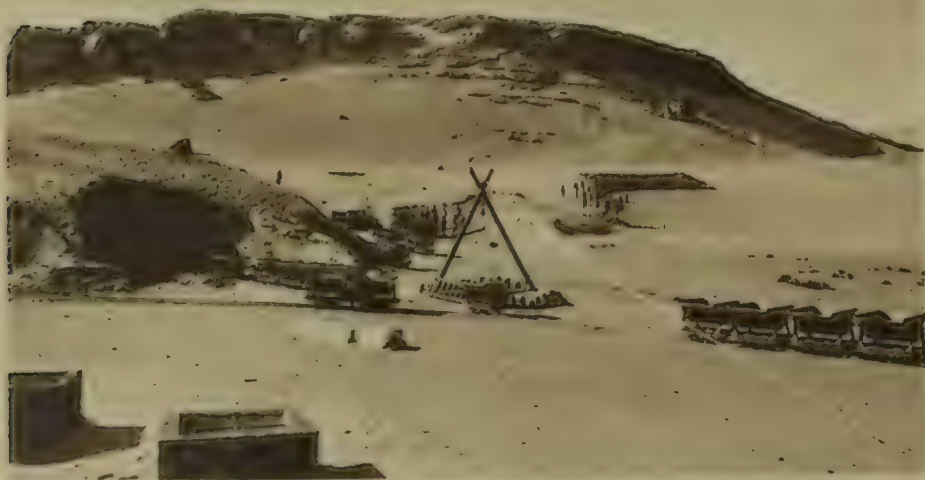
While clearing the archives office we had the good fortune to find a large demotic papyrus measuring 1.8 m. by 0.50 m., in a jar thrown down among hundreds of others which were buried at the foot of the hill. It is a unique document dealing with judicial matters, a corpus of laws defining the relations between landlords and tenants, as well as rules of inheritance. This papyrus when translated and transcribed will throw much light on laws and customs in Egypt during the Græco-Roman period. The verso deals with geometrical problems. Moving from the first corridor we now come to the second. It is filled with jars, but on the top of these we found fifteen large gilt wooden statues of ibises, perched on stands, with their faces turned to the entrance, a spectacle which produced a striking impression of guarding the place. The reason of such an arrangement was this. A high priest of Thoth, a divine father and a governor of Hermopolis, had judged, contrary to expectation, that his resting-place should be in the subterranean gallery in the midst of the "Ibiš Religiosa," whom he worshipped. Their innumerable corpses preserved at Hermopolis West attest to the everlasting power of God the Creator. The big sarcophagus was guarded by four canopic jars of fine alabaster, 400 glazed statuettes, or *shawabti*, were placed near the feet, to

do the work in the Elysian Fields. The mummy was kept in a wooden anthropoid sarcophagus, with a silver-gilt mask. The body and the wood were in a very bad state of preservation. We have every reason to believe that we shall reach earlier chapels and corridors.



A JAR IN WHICH A PAPYRUS WAS FOUND IN THE GALLERIES AT HERMOPOLIS.

From the inscribed objects that we found this year, we have gone back 300 years earlier in the history of Egypt, leaving the Ptolemaic period and entering the Psammatic times.

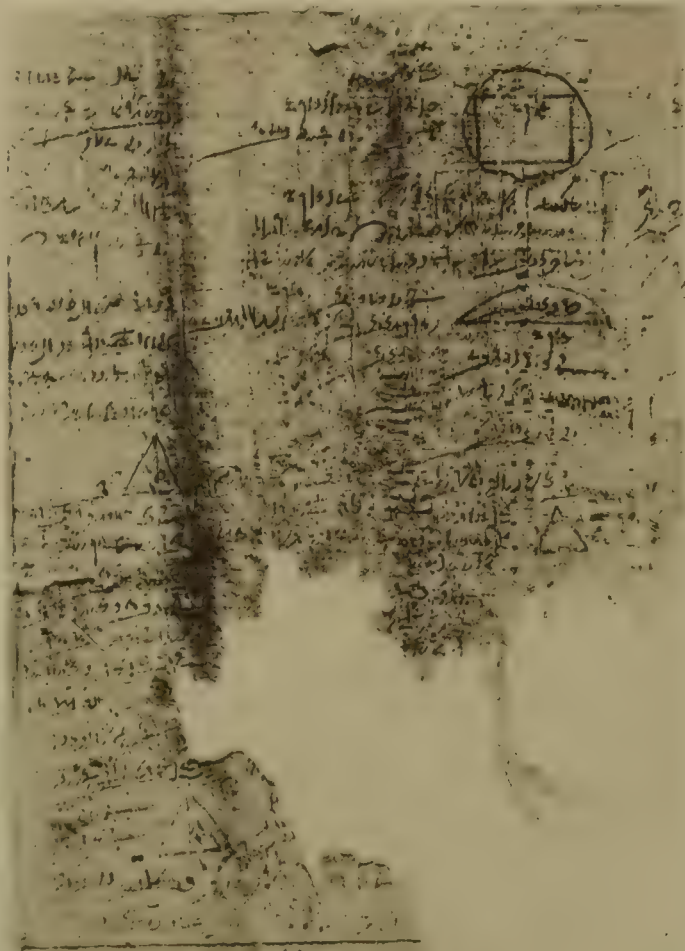


CLEARING THE NEWLY EXPLORED GALLERY "C" (NEAR THE CLIFFS) AT HERMOPOLIS: WORK PROCEEDING UNDER THE DIRECTION OF DR. GABRA; WITH NUMBERS OF THE JARS TAKEN OUT OF THE CORRIDORS SEEN ON THE RIGHT.

cult of the sacred animals the Ibis and the dog-faced baboon (*Cynocephalus*). In this article Professor Gabra describes the further progress of the excavations; with the discovery of hundreds of ex-voto objects in bronze; the tomb of a high priest of Thoth; and the chance finding of a judicial and mathematical papyrus of great importance.

CONTINUING our excavation in gallery "C," which is the most southerly of the three galleries described in *The Illustrated London News* of July 2, 1938, we have been able to clear, this winter, two main corridors running from north to south and turning from east to west. This part of the subterranean gallery leads us nearer to the cliffs. It has a small, sloping entrance, with the usual flight of steps, but the entrance was covered with sand, and the clearing of the inner parts proved more difficult, which explains why they were spared by robbers. In fact, the walls of the corridors were not covered with the smoke coating which had been noticed in the two other galleries, and it was possible to see the trace of chiselling on the walls, by copper and bronze instruments. This state of things means clearly that no human being penetrated into these places since they had been filled by pottery, and that the doors, sealed by the priests some 600 years before the Christian era, had remained untouched.

The whole arrangement of the place is remarkable: first a subterranean corridor filled with jars, and having on both sides niches hewn in the rock containing mummies of cynocephali placed in wooden or stone sarcophagi. Between the niches we find doors filled in and sealed with irregular pieces of stone, leading to very deep and narrow rooms, which are filled with jars, lined carefully from the floor to the ceiling. The jars are sealed with pieces of plastered linen, they contain ibises wrapped carefully and mummified after the manner indicated by Herodotus in Book II., p. 87. He tells us that sometimes the mummification is done by an anal injection of cedar oil left inside the body for eight days, and evacuated afterwards with the viscera, finally wrapping the bones. After clearing the thousands of jars which covered the floor of the first corridor, we found just in the middle a number of small sarcophagi in the form of ibises hewn of stone, with thick sides.



AN EGYPTIAN TREATISE ON GEOMETRY: THE VERSO OF THE UNIQUE PAPYRUS DISCOVERED WHILE CLEARING THE ARCHIVES OFFICE—THE OTHER SIDE BEARING A TREATISE ON JUDICIAL MATTERS WHICH IS ALSO OF THE GREATEST IMPORTANCE.

Dr. Gabra describes this papyrus as a unique document dealing with judicial matters, a corpus of laws defining the relations between landlords and tenants, as well as rules of inheritance. It will undoubtedly throw much light on life in Egypt in the Græco-Roman period. The verso (which is illustrated here) deals with geometrical problems. The over-all measurements are 180 cm. by 50 cm.

Some of them are represented seated on a wooden or bronze socle, the beak, the legs and the hind-quarters being in bronze. The name of the donor is sometimes inscribed on the base with the prayer: "May Thoth twice great, lord of Khemenou [Hermopolis], accord the joy of heart and give a long life to the chief of scribes, the chief of the battalion of Upper Egypt, to an official of the Delta, to the priestess of Thoth



# READING WITHOUT TEARS

(From an ingenious and instructive little book first published in 1866)

G

is like a  
monkey eating  
a cake



g

is like a pair of  
spectacles



U

is like a  
jar for flowers



u

is like a small  
jar for flowers with  
one foot



I

is like a  
post in the  
street



i

is like a child playing  
at ball



N

is like a  
ladder between  
two posts



n

is like a dog's  
kennel



N

is like a  
ladder between  
two posts



n

is like a dog's  
kennel



E

is like a carriage  
with a little seat  
for the driver



e

is like a broken cup  
with a cover



S

is like a snake



S

is like a little  
snake



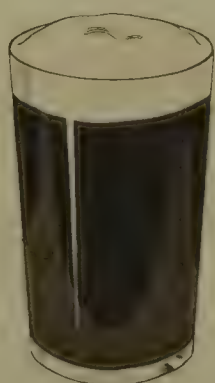
S

is like a snake



S

is like a little  
snake



—but there's nothing like a

## GUINNESS

except another Guinness







# A PAGE FOR COLLECTORS.

## A CHINESE ART EXHIBITION.

By FRANK DAVIS.

INVITATIONS to exhibitions of Chinese bronzes, porcelain, and other objects have not been frequent during the past year, presumably because supplies have been short, and the little that has come on the market—the comparatively little, that is, of the finest quality—has found a home at once. Those of us who have no first-hand knowledge of conditions in China to-day find it difficult to imagine how any sort of export business can be carried on. For my part, seeing the display at the current exhibition at Messrs. John Sparks, I wondered for a moment whether this war in the Far East was a war at all. One knows it is, and as dreadful a disaster as any in the past; yet here is a collection, partly good and partly superlative, comparable with others noticed on this page in previous years, and, I rather think, better than some. Truly, Chinese resilience and patience are formidable assets.

What seems to me the most exquisite item in the show is not illustrated here, but must be noted. This

the neck, and cover surmounted by a bird. Presumably dating from the later part of the Sung period, this vase differs from the familiar Tzu-chou wares in everything except the fine free brushwork with which the foliage is painted. Tzu-chou wares (that is, pieces made at Tzu-chou in Southern Chih-li, well up in Northern China) are painted in various shades of brown over creamy-white (flowers and foliage), and

unusually deep-cut—a first-class example of monumental, brutal nobility—I don't know a better phrase with which to describe the peculiar quality of nearly all these early bronzes. Professor Yetts translates the inscription on it as follows: "Shih-wang, younger son of the T'ai-shih" (a high Court official) "made this precious Hu. For a myriad years may his descendants treasure and use it." Another bronze, of Kuei form (that is, a two-handled deep bowl) has a more personal inscription. "The Earl of San made for the Lady Chi from Tsé this precious Kuei. May it ever be used for a myriad years"—a rare instance of a bronze inscription giving a hint of something more than pride of birth or of official position. Inscriptions on bronzes, like signatures or legends on pictures, appear to give extraordinary pleasure to a great many people, and it must be admitted that their archaeological interest is considerable—some of them have been of real importance in establishing the date of a piece, or of a group of pieces. But it is easy to overestimate their value—indeed, æsthetically, they have none—and they bear no relation to the quality of the bronzes themselves. The more one sees and the longer one lives, the more fully one realises the miracle presented to modern eyes by



2. HAVING A DRAGON AND TIGER IN RELIEF ROUND THE NECK AND A BIRD ON THE COVER: ONE OF A PAIR OF STONWARE VASES WITH GREEN GLAZE OVER BLACK DECORATION FOUND IN A GRAVE AT WUCHOW, NEAR NANCHANG. (SUNG DYNASTY. Height, 13½ in.)

is a small vase of the ware known as *Kuan* (Sung Dynasty, 960-1279 A.D.), with a bluish-green-grey crackled glaze of extraordinary quality. It has to be seen to be believed (many readers will remember both *Kuan* and *Ko* ware at the Chinese Exhibition at Burlington House in 1936), defies description, and also defies illustration, except in most carefully printed colours. The fact that it is exceedingly rare is beside the point—many rare things in this imperfect world have no great beauty. But a *Kuan* piece is undeniably beautiful, and of such refinement that, if nothing else had ever come out of China (if the whole country had been overwhelmed by fire and flood and utterly destroyed in the thirteenth century); historians would point to this ware as irrefutable evidence that this lost civilisation had reached a peak of culture without parallel in human experience. Certainly no potters before or since have succeeded in producing anything approaching the quality of this and a few other Sung types, not even the Chinese themselves in the eighteenth century, with their reverence for the past and their command of technical processes: their deliberate imitations of that period, though extremely close, fail to attain the consummate delicacy of their models.

Much less rare, but in its way not much less distinguished, is the bowl of Fig. 1, a type with a deep soft-brown glaze known familiarly by the Japanese name *Temoko*, with a design of leaves in cream glaze in the centre; an admirable example of restrained decoration, so quiet, so unforced. The vase of Fig. 2 (one of an important pair) looks a trifle violent by comparison, with dragon and tiger in relief round



1. A TYPE WITH A DEEP, SOFT BROWN GLAZE KNOWN FAMILIARLY BY THE JAPANESE NAME *TEMOKO*: A PORCELAIN BOWL, WITH A DESIGN OF LEAVES IN CREAM GLAZE IN THE CENTRE, EXCAVATED AT FUCHOW (SUNG DYNASTY).

From the Collection of Mr. Mou.

are among the best things of this phase of the potter's art—a particularly noble example is in the collection at the Victoria and Albert Museum. Fig. 2 and its companion piece are covered with a green glaze over the black design, and were recently found in a grave at Wuchow, near Nanchang.



4. SIMILAR IN STYLE AND FEELING TO THE WELL-KNOWN FIGURE ACQUIRED BY THE VICTORIA AND ALBERT MUSEUM SOME YEARS AGO: A WOODEN FIGURE OF A SEATED LOHAN. (MING DYNASTY. Height, 3 ft. 7½ in.)

Reproductions by Courtesy of Messrs. John Sparks, 128, Mount Street, W.1.

To many, the most exciting part of the exhibition will be the bronzes—ten of them—of which there is room to show a photograph of one, dating from about the ninth century B.C. It is a splendid object (Fig. 3), with its animal-head ring-handles, undulating pattern



3. PROBABLY DATING FROM THE NINTH CENTURY B.C.: A BRONZE HU WITH ANIMAL-HEAD RING-HANDLES AND A DEEPLY-CUT UNDULATING PATTERN. (Height, 17½ in.)

these early vessels. Not many of them are "pretty" things in the accepted sense of the term, though later in the first millennium the forms become more suave and elegant and the surface smoother. What is remarkable about them is the vitality inherent in them, as if they had been made not by men, but by ruthless demigods. Shall we ever learn just how and when these magnificent conceptions first came into being? Bronze-founding is not a particularly simple technique, yet so far the earliest pieces discovered in China are fully developed: there is no trace of experiment or fumbling. But every craft must have a beginning, and the workers must surely have groped their way onwards from very primitive forms. These have still to be discovered, and may yet be unearthed by the spade of the archaeologist.

Are such things too austere for every taste? There are numerous figures, jades, ivories, some noble pieces of celadon, and excellent examples of later dynasty wares, and such an unusual wooden carving as the dignified seated Lohan of Fig. 4, not quite so fine, but similar in style and feeling to the well-known figure acquired by the Victoria and Albert Museum through the National Arts Collection Fund some years ago. The irreverent will note with enthusiasm that the Victoria and Albert figure was remarkably like a greatly respected museum expert, while this example will inevitably remind them of an equally respected personality in the international art trade. But to end on a mildly facetious note would be unfair to so distinguished an exhibition: these are beautiful examples of the consummate skill of many generations of great artists.



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## BOOKS OF THE DAY. (Continued from page 820)

home. Many years later the Admiral and his niece visited me at the White House, and he stood by my side when I reviewed the United States Fleet off Sandy Hook in 1934. With us was my old Chief, former Secretary of the Navy, Josephus Daniels."

Admiral Bayly's memory is still perpetuated among American naval men by the Queenstown Association. While visiting the States in 1934, he was present at the Association's dinner, and was told by a member from California that he had travelled 3000 miles to attend it. In his own speech on that occasion, Admiral Bayly said: "Our experience has shown that the peace of the world can be kept by our two Navies, using the naval bases of the two countries as common to each when the time comes that it is required, and I carry a message from President Roosevelt to the King to that effect." Again, the Admiral writes: "My visit to the United States has convinced me that as the two countries have worked together in war, so they can work together in peace. In the present confused state of international affairs, the necessity of Anglo-American co-operation for certain broad ends cannot be overlooked. That it will ever take the shape of a formal agreement is, to say the least of it, unlikely. But it is by now a commonplace that the Navies of the two countries are complementary rather than competitive."

The warmth of feeling towards Admiral Bayly expressed by Americans who served under his command was heartily reciprocated by him. Writing to Mr. Roosevelt in 1919, he said: "I have commanded many ships and squadrons and have spent the greater part of my life at sea, and can truly and honestly say that a finer lot of seamen and gentlemen I have never commanded. However hard the work, however dangerous the duty, they never failed me." Admiral Bayly describes Captain Poinsett Pringle as "one of the greatest friends I have ever made, my *beau idéal* of what a naval officer should be." The Captain eventually became Vice-Admiral. After his death in 1932, Admiral Bayly obtained permission to put up a tablet to his memory at the U.S. Naval Academy at Annapolis, and went over to unveil it himself. A silver half-model of a U.S. destroyer, presented to

Admiral Bayly by American officers at Queenstown, is now in the possession of H.M.S. "Vernon" at Portsmouth. The photograph of it in the present volume is entitled "U.S.S. 'Pulltogether.'"

Just a word, in conclusion, about two other books. An English girl who went to Canada twenty years ago, and married there, gives a lively account of her experiences in "I LIKE BRITISH COLUMBIA." By Gwen Cash. Illustrated (in Colour and Line) by J. M. Donald (Toronto: Macmillan Co. of Canada, Ltd.; 12s.). More concerned with social and political criticism is "I THINK ALOUD IN AMERICA." By Odette Keun, author of "I Discover the English" and "Darkness from the North," an Essay in German History (Longmans, 12s. 6d.). This writer's style is slashing and voluble, with a vein of ironic humour.

## THE PLAYHOUSES.

## "THIRD PARTY RISK," AT THE ST. MARTIN'S.

AFTER a weak and poorly played opening, this play settles down as excellent entertainment. The dialogue is poor, but the plot is ingenious and holds the attention all the time. The authors have not taken much trouble to make the quarrel between husband and wife seem convincing. Yet this was essential, otherwise how was one to accept the fact that a man, who dearly loved his wife, was anxious to spend a week-end with a lady whom he scarcely knew? Particularly when she was a patient, and he a medical man who, by such misconduct, would be imperilling his professional career. Mr. John Wyse did not seem a typical Harley Street doctor; but Miss Nora Swinburne made a charming lady patient.

Expecting a conventional marital infidelity comedy, the fall of the curtain on the first act left one anticipating a tiresome ending to a play that, up to then, had only been mildly entertaining. Happily, things grew brisk when the couple arrived at the lady's country cottage. Just outside they had had the misfortune to run over a tramp. The fault was not theirs; but for the mere reporting of the accident they would both be severely punished. Their presence in the cottage together at night time would

mean scandal. The lady's husband, in India, would undoubtedly divorce her. The General Medical Council would put an end to the doctor's career. The body must be disposed of. By dumping it in a ditch was the first idea. Unfortunately, a prisoner had escaped from Maidstone Gaol that day, and as a murder had been committed in the neighbourhood, he was suspected of the crime. The police were ranging the country, and a constable was posted outside the lady's house. For, as she was supposed to be alone in the cottage, the police feared for her safety. The arrival of a pair of hikers (amusingly played by Mr. Ronald Shiner and Miss Gillian Adams) further complicated matters. Here, without divulging too much of the plot, escaping prisoners might remember that a hiking costume of shorts and a shirt takes up very little room, and gives one an opportunity of wandering without remark anywhere, at any hour of the day and night. Eventually it was decided that the lady should drive back to town, leaving the doctor to fire the cottage and so get rid of the body. The cottage, happily (for the doctor was an honest man in many ways), was not insured. It would be unfair to disclose what happened in the third act, but the play holds the interest to the end.

## "THE INTRUDER," AT WYNDHAM'S

This is a "difficult" play, and an ill-mannered first-night audience, and some inaudibility on the stage, did not make it easier. The setting is an old country house in France. The family are expecting an English boy taken in exchange for their young son, gone to England to learn the language. The English boy, however, turns out to be an attractive young man in his twenties. The daughter (Jill Furse confirms the impression she created in "Goodness, How Sad!" of being one of our most promising young actresses) falls in love with him. The mother, in the forties, has reached the age when some women grow jealous of their daughter's growing attraction. There is a menacing figure in the background: a tutor (Mr. Eric Portman), who has a strange influence on the household. One is not told whether he is, or has been, the mother's lover. The implication, of course, is there, but there is no hint, even when the two are alone, that they have ever been anything save employer and employee. A strange play that gathers power when reflected on.





# This England . . .



*From the Purbeck Hills*

THERE is much nonsense written—and repeated alas—comparing the “ale of Old England” with that brewed to-day, to the disfavour of the new. Yet in 1643 Nathaniel Knott complains that “brewers have gotten the art to sophisticate their beer with broom instead of hops, to pickle it with salt water . . .” and there is evidence that for generations many a local vendor played old Harry with “the Englishman’s delight”. (Indeed the poet Baudelaire wrote to Alfred de Vigny so late as the middle of last century warning him against any English beer that did not bear a well-known name). As ever, such practises defeat themselves, and the beer brewed to-day is become as good as the best of olden time. Nay some, like your Worthington, are still of the olden time, having jealously guarded the good repute that was earned so long ago.

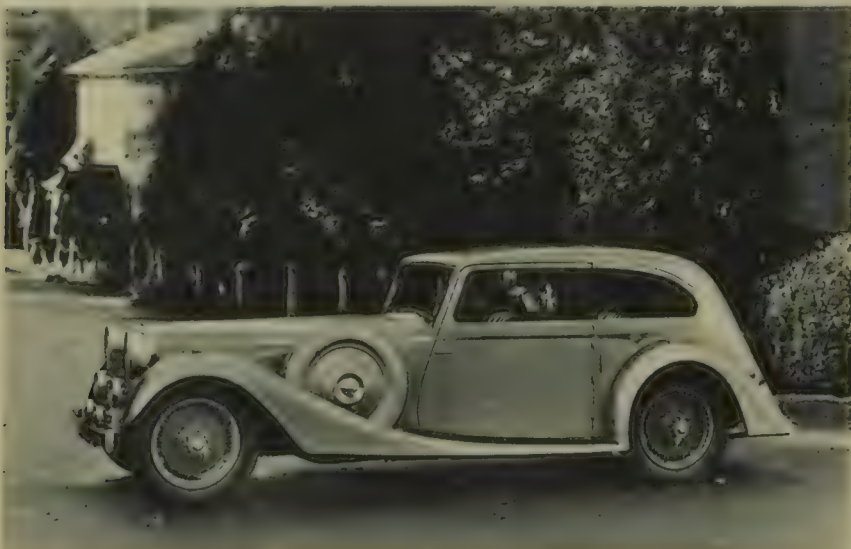




## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

ONE of the most popular high-class cars to-day is the six-cylinder Alvis "Speed Twenty-five" as a coupé or sports saloon; each is listed at £885. With either type of coachwork this carriage has the virtues of a really fast car, which can be either owner- or chauffeur-driven and gives a most pleasant ride to



ONE OF THE MOST POPULAR HIGH-CLASS CARS OF TO-DAY: A MAGNIFICENT ALVIS "SPEED TWENTY-FIVE" PILLARLESS SALOON WHICH IS PRICED AT £975.

both driver and passenger. Rated at 25.63 h.p. for taxation purposes, this "Speed Twenty-five" runs faster than an express train, yet as smoothly as if on rails. This is due to its design, which is very much up to date and full of exclusive gadgets. The overhead-valves are of special steel actuated by push-rod mechanism of exclusive Alvis design. The multiple valve springs are patented, and three S.U. carburettors are fitted to the Alvis special induction system. The chassis has a noiseless spiral bevel and differential gears. The gear-box is separate and the rear axle fully floating, while the four-wheel brakes are increased in their powerful action by a Servo motor. Independent front springing and steering to the front

wheels relieves the driver of all shocks and strains, and the one-shot chassis lubrication system is operated from an oil-tank on the dashboard, thus saving trouble and forming a constant reminder to use the plunger frequently.

The rear petrol-tank holds 17 gallons, with a reserve supply which prevents the danger of being stranded without fuel. With coil ignition it is necessary to keep one's car batteries fully charged, so the dynamo is positively driven by the engine and the 12-volt, 2-unit constant voltage system with temperature control sees that this is done.

Adjustment for the conditions of roads and loads is provided by the Luvax hydraulic fingertip-controlled shock-absorbers on front and rear wheels.

The two Lucas "P.100" head-lamps, combined with two non-dazzle lamps, make driving at speed as easy at night as during the day. The D.W.S. mechanical permanent jacks for front and rear make changing wheels as light a task as is possible; while at night-time the lighted instruments, a reversing lamp operated by the

gear-lever, and the carburettor starting control all add to the general comfort when driving this speedy carriage.

Besides the items mentioned, the Alvis "Speed Twenty-five" carriage has a host of useful accessories for comfort and safety. It has splendid acceleration and jumps off the mark with remarkable smoothness, due to the easy clutch engagement. Moreover, the driver can let the car accelerate to over 80 m.p.h. in about a minute without the passenger being shaken or jarred. This is a great virtue, especially as it is done so silently that these cars have rightly earned their title of "inaudible Alvis."

Carriage-buyers have a wonderful choice of high-class motors to pick from in the present production from the Daimler works at Coventry. In fact, they range from under £500 upwards. They are all good and reliable carriages, yet each has its own special qualities. Take, for instance, the 30-h.p. 4-litre "Straight Eight" Daimler saloon listed at £1070.

[Continued overleaf.]



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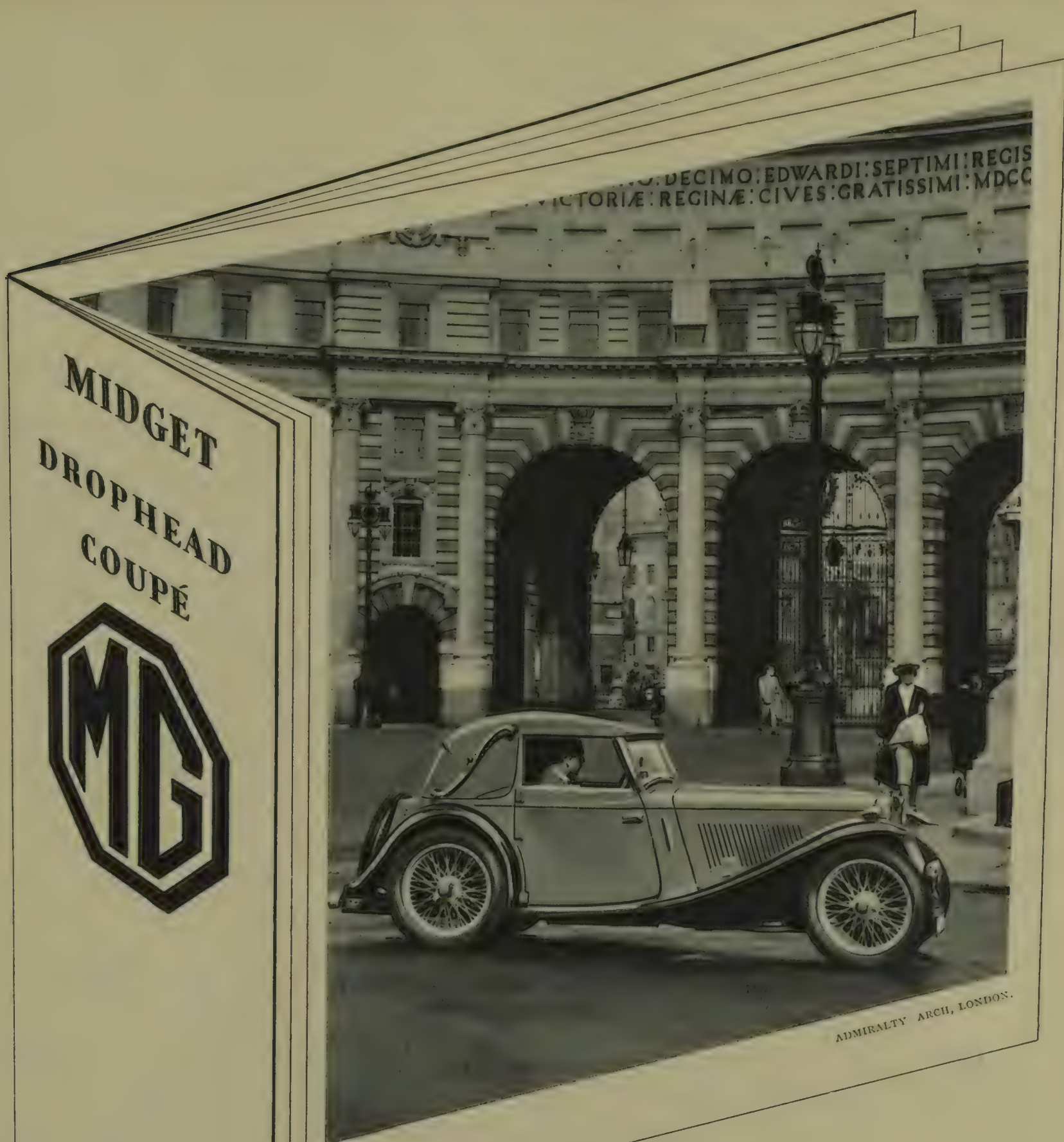
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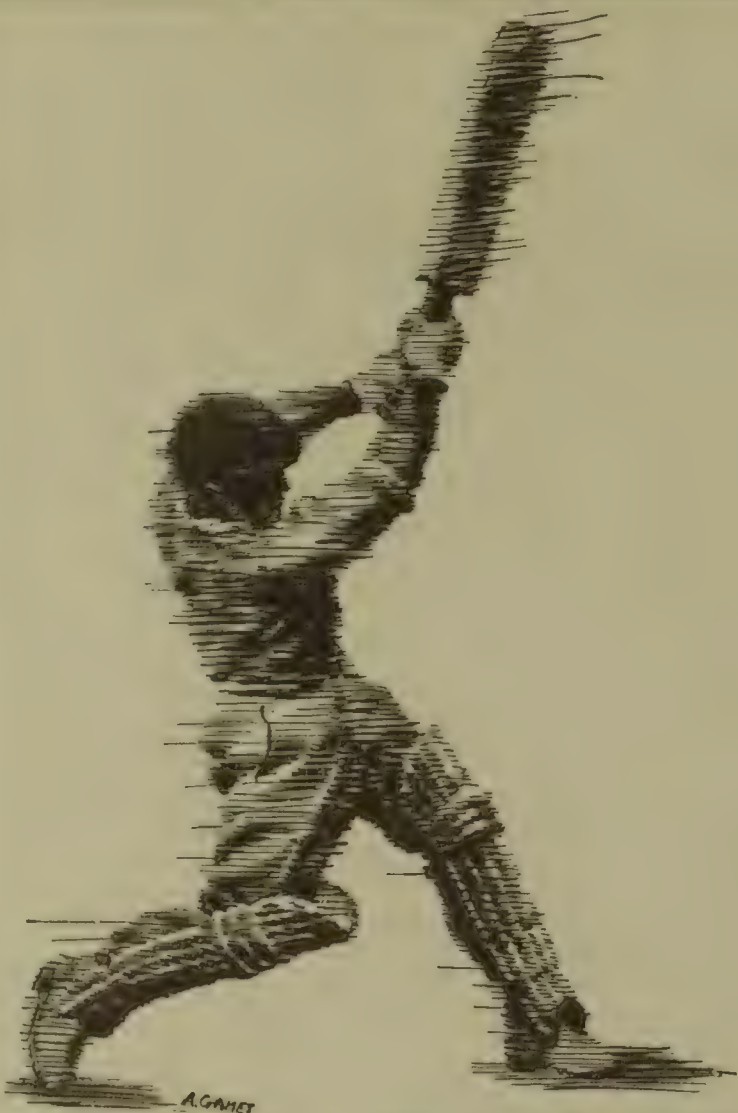
*Cecil Kimber*

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"PLUS  
A LITTLE  
SOMETHING"

Continued.]

with its roomy sports saloon coachwork. Here you have a carriage which, with the flexibility given by the hydraulic clutch or "fluid fly-wheel," allows the driver to crawl on top gear at a snail's pace yet, when the accelerator-pedal is pressed hard down, reaches 90 m.p.h. "in a jiffy," as a schoolboy passenger remarked. Of course, eight cylinders is a great help in giving rapid acceleration and the pre-selective self-changing gear-box is a further aid to make the control of this car a very simple matter. As a matter of fact, most drivers start this carriage on its second speed when at rest on level ground and the gears are so quiet that I doubt whether passengers in the rear seats can tell whether the car is in an indirect or direct top gear.

This "Straight Eight" Daimler saloon is a most impressive carriage, with quite a regal air. The design of the coachwork gives every possible comfort, without any extravagance of ultra-fashionable lines. Gentlefolk will much appreciate its quiet appearance as well as its silent running. Daimler carriages are so well known for their real comfort of transport of the occupants under all conditions that it is almost a tradition of this make and the present cars certainly well maintain this characteristic. And with this comfort the 30-h.p. 4-litre "Straight Eight" cylinder Daimler saloon combines high speed, if wanted, as one can accelerate to 60 m.p.h. inside half a minute from a standing start, and then proceed faster still if necessary. The one-piece bonnet, which opens



IN A WOODLAND SETTING: THE 23'4-H.P. SIX-CYLINDER CHRYSLER "WIMBLEDON" SIX-SEATER SALOON, WHICH IS PRICED AT £400.

from the front, gives easy inspection to the power unit and its accessories, as the side-pieces can also be removed, so one's chauffeur is encouraged to keep the engine as bright and clean as he does the panels of the coachwork. The driver can also control the springs by the shock-absorbers adjustment, by one effective push-and-pull rod, according to the load, speed and state of the road surface as the car is proceeding. The large spring-spoked steering-wheel can also be adjusted telescopically to suit the driver. Automatic chassis lubrication, hydraulic-operated permanent four-wheel jacks, two pass lights, besides the



MADE AT THE LAGONDA WORKS TO THE ORDER OF H.H. PRINCE ISMAIL, TUNGKU MAHKOTA OF SINGAPORE: A LAGONDA 12-CYLINDER TOURER FINISHED IN METALLIC GREY AND BLACK, BUFF UPHOLSTERY AND ALL-WEATHER EQUIPMENT, WITH CHROMIUM-PLATED WHEELS.

usual lamp equipment, and Servo-Girling brakes are provided. Daimler brakes are not bettered by any car, and those on this 30-h.p. carriage are most efficient, whether the road surface is wet or dry.

Sheep farmers in our Dominions of Australia, New Zealand, and South Africa are desirous that we should buy more wool from them and suggest to our motor-manufacturers that they should upholster the seats and squabs of their cars with cloth fabric made in England by the Yorkshire mills, instead of leather or the imitation leather which they use at present. An exhibition of a large number of suitable cloth fabrics was held recently at the Savoy Hotel, London, and these were inspected and admired by a large company of visitors. The wool-producers asked how they can buy more goods from England if they do not get more sale of their wool, the chief exporting commodity. As a matter of fact, all the high-class motor-carriages are upholstered in cloth, which wears excellently, is most comfortable to sit upon, and can be bought in many shades and patterns. I feel sure that if there is a real demand by the motor-using public for cloth fabric upholstery in their cars the motor-makers will give it to them. Therefore, it is really a question that buyers of cars can decide for themselves and at the same time help our imperial wool industry.





*Finely upholstered in pigskin hide, with woodwork carried out in walnut and embellished with every accessory to comfort, the interior possesses that particular charm only associated with the high grade car.*



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*Price : £498*  
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# Of Interest to Women.

## Tailored Suits.

It is in the ready-to-wear department, on the second floor at Jays, Regent Street, that the coat and skirt on the left may be seen. It is carried out in striped West of England suiting, and is more than pleasantly priced at 98s. 6d. It will do yeoman service, and as it is perfectly tailored, it will never sag at the knees. There are suits of Saxony at the same price.



## Simplicity Wins.

The general unrest has had a considerable influence in the world of fashion. Simple lines have met with success. Anyway, one of the many things to be noted is the return of the blouse in washing materials, honours being divided between long and short sleeves. Frills also look very charming.



## Tailored Ensembles.

The distinctive ensemble above (of which two views are given) has gone into residence in the ready-to-wear department on the second floor at Jays. Emphasis must be laid on the fact that the cost of the dress and coat together is 12½ guineas. The suit pictured

is of a new crêpe in a lovely Engadine blue shade; it looks equally well in lichen green. As will be seen, the dress has long sleeves with a becoming neck and suède belt. The coat is tied at the neck and waist and enriched with silver fox. Neither must it be overlooked that there are two-piece suits with long coats for 10½ guineas; they are carried out in wool crêpe.

## Merely a Guinea.

A fact that is sometimes overlooked is that Jays make a feature of smart and practical hats for 21s. Those of straw are trimmed with ribbon in contrasting shades. Again, there are neat little affairs of petersham with flattering complexion veils. Of course, there is a variety of felts, good for the country, at this price.

## Inexpensive Blouses.

Altogether charming are the blouses that may be seen in the salons of Jays, Regent Street. The model in the centre of this page is of Jersey silk, cleverly striped; it is 17s. 6d. The blouse on the left is of crêpe de Chine, strewn with white spots, and, although it buttons down the front, is only a guinea. This firm would be pleased to send their blouse brochure on application. The model at the foot of the page on the right is of crêpon, and has a becoming neck and short sleeves; it buttons down the front. Silk lisse has been chosen for the fashioning of the blouse above it.



## Summer Furs.

Generally speaking, this is not the time to buy long fur coats, but little capelets of white, natural blue, silver, silvered red and platina fox have to be considered. The prices are moderate and, of course, only the best possible value is ever allowed to pass over the threshold of the house of Jay.



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it is packed with bright ideas for  
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**HARRODS**





RICHARD WAGNER.

Born at Leipzig in 1813, and died in Venice in 1883. "Tannhäuser" was first produced at Dresden in 1845, and "Parsifal" was produced in 1882.

production of "Parsifal," during Wagner's lifetime, at Bayreuth in 1882. Secondly, although Weingartner has been one of the most popular guest conductors of our principal London orchestras for the last quarter of a century—he first appeared in London as long ago as 1898—nevertheless he has

## THE OPERA AT COVENT GARDEN.



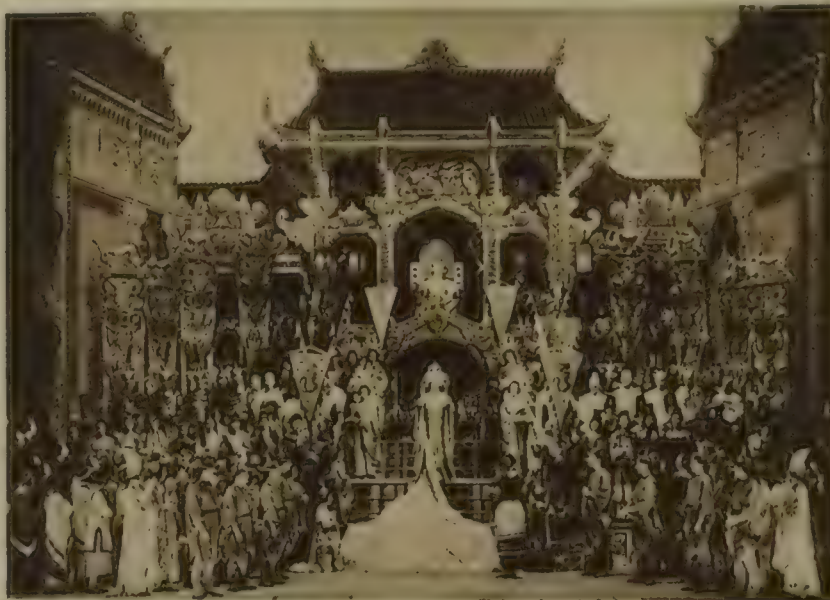
GIACOMO PUCCINI.

Born at Lucca in 1858, and died at Brussels in 1924. His first opera to be performed was "Le Villi," in 1884; "Turandot" was produced in 1926.

is in some respects Puccini's most ambitious and most developed score. The first act is a masterpiece of dramatic suspense and excitement, and has a sinister quality such as is notable in his opera "Tosca," although here it is even more marked. Here, again, the present production was notable for the outstanding excellence of the chief woman's rôle. Miss Eva Turner has almost made the part her own. Personally, I have never heard a finer rendering of the part of the Princess. Her voice has a cold, clear, ringing quality that is absolutely right for the character, and her diction and phrasing are both superb. She was ably supported by a most sympathetic and pleasing new tenor, Jose Luccioni, in the part of Calaf. He has an attractive appearance and a most sympathetic voice, so that it is to be hoped we may hear more of him during the season. The Liu of Mafalda Favero was a very touching performance, and the rest of the cast was entirely adequate. Constant Lambert conducted, and secured the right proportions, by knowing exactly when to tighten and relax the tension. It is a pity that the public does not seem to have taken "Turandot" to its heart as it has other operas of Puccini, because truly this is one of his very best works from a musical point of view.

I did not think that Weingartner's extremely sober and purely musical style was particularly suited to "Tannhäuser." This opera has not only a rather fundamental crudity of conception, but, from a musical point of view, is distinctly lacking in subtlety and finish. The craftsmanship is on a much lower level than in Wagner's later works, especially, for example, in "Parsifal," and it is only by

its primitive and somewhat naïve vigour that "Tannhäuser" holds its place on the stage. The present production goes smoothly, and the singing is good and sometimes more than good. For example, Hilde



"TURANDOT," THE OPERA CONDUCTED BY MR. CONSTANT LAMBERT AT COVENT GARDEN: ACT 2, WITH EVA TURNER AS PRINCESS TURANDOT, JOSÉ LUCCIONI AS CALAF (BELOW), AND OCTAVE DUA AS THE EMPEROR (ENTHRONED ABOVE).

"Turandot," whose first performance, at the Scala, in Milan, did not take place until 1926, is a version of the ancient fairy-tale of the cruel Eastern Princess who slays all who love her.

never before directed the opera at Covent Garden. This is rather curious, since he has long been famous as an opera conductor on the Continent. He succeeded Gustav Mahler as conductor of the Court Opera at Vienna in 1907, and had previously been conductor of the opera in Berlin. The performance of "Parsifal" under Weingartner was exactly what those familiar with this great conductor's qualities would have expected. Instead of almost hysterical climaxes, feverish intensity, and the sort of quasi-religious ecstasy which some musicians wring out of this rather over-ripe and luscious score, Weingartner secured a performance notable for its poise, serenity, balance, and general musical, rather than melodramatic, character. The playing of the London Philharmonic Orchestra was more exact and correct than usual; in fact, technically, the orchestra was almost faultless, even in the brass section.

Nor did the cast on the whole fall behind the high level of the orchestral playing. It is true that the Parsifal of Torsten Ralf was not visually very successful, owing to an unbecoming costume and general make-up which suggested Bottom the Weaver rather than the pure and blameless Knight of the Grail. On the other hand, the Kundry of Germaine Lubin was a most distinguished piece of work; her acting was eloquent in gesture and noble in spirit, while her singing was most expressive, straightforward and musicianly. From Herbert Janssen we expect, and we got, a sound performance as Amfortas; but after the Kundry of Germaine Lubin, one must give most praise to the excellent Gurnemanz of Ludwig Hofmann, who was admirable in every respect. The choruses were also well rehearsed, and the production was, indeed, one of the smoothest and most satisfying we have heard at Covent Garden.

From "Parsifal" to "Turandot" is a jump of forty-two years; the latter opera was unfinished at Puccini's death in 1924, and was first given under Toscanini at La Scala in 1926. It is a favourite work among musicians, for it



"PARSIFAL": "THE HALL OF THE GRAIL," WITH AMFORTAS (HERBERT JANSSEN) AND PARFISAL (TORSTEN RALF).

May 2 saw a performance of "Parsifal" given under the auspices of the 1939 season of International Opera. The conductor, Dr. Felix Weingartner, conducting opera for the first time in this country, was present at the first performance of "Parsifal," at Bayreuth, in 1882, thus, at the age of seventy-six, providing a vivid link between Wagner's day and our own.

Konetzni is a superb Elizabeth, and she used her glorious voice to telling effect, marred only by an occasional unsteadiness. The Venus of Anny Helm was adequate, while Ludwig Hofmann's Hermann and Herbert Janssen's Wolfram were thoroughly good and effective performances, if a trifle too lugubrious. The chorus was good, and the orchestral playing, as usual under Weingartner, was delightfully accurate.

W. J. TURNER.

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## SUMMER HOLIDAYS ABROAD.

### CRUISING IN BALTIC WATERS AND IN THE NORWEGIAN FJORDS.

By EDWARD E. LONG, C.B.E., F.R.G.S.

SUMMER cruising bids fair to be as popular as ever this year. The programmes of the various steamship companies are very attractively arranged, and there is every form of inducement to indulge in this extremely pleasant form of holiday-making, one which enables foreign lands to be visited with a superlative degree of comfort and absolute freedom from worry or inconvenience, for on board a modern cruising liner there is immediate attention to every need and your wants are carefully studied, not only aboard ship, but also ashore, where sight-seeing tours are so planned that the largest possible number of interesting places are visited in the time allowed.

Summer time in Northern waters means longer hours of sunlight, particularly if you go as far afield as the North Cape and Spitzbergen, where, by the by, an hotel, appropriately named the North Pole Hotel, is now open during July and August, with dog-team sledge tours on the big glaciers, and summer ski-ing, as premier attractions. The Baltic shares in longer summer days, and cruises in its waters include visits to Stockholm, the beautiful capital of Sweden. Amid so much that is new and spacious and progressive, there are still one or two streets in the old quarter down which the great Gustavus Adolphus passed on his return from victorious wars, and on the island known as Riddarholmen, in an old Franciscan church, is the mausoleum of Sweden's famous ruler. There is much to be seen in Stockholm: the Storkryka, or Great Church, of St. Nicholas, founded in 1264, but rebuilt in the early eighteenth century; the royal palace, the Riddarhus, or House of the Nobility; the national museum, Skansen, in the deer park; an

Great, with most ornate gardens; the magnificent Cathedral of St. Isaac, some of its columns of lapis lazuli; and the splendid art collection in the Hermitage, which includes a number of Old Masters. It is quite a short run from Leningrad to Tallinn, the chief port and capital of that interesting little country, Estonia, the people of which are related to the Finns and speak a kindred tongue. Before the war, it was under Russian-rule. Prior to that it was Swedish-governed, and the Swedes took it over from a German

in 1215, but rebuilt in the second half of the sixteenth century, which has one of the largest organs in the world, and St. Peter's Church (1406-9), in which are pews of the "Black Heads," and having a beautiful Baroque tower with a wooden spire, which is 412 feet in height.

Much-discussed Danzig is another Baltic port of call, with many echoes of mediæval days, when, as one of the four chief towns of the Hanseatic League, and a free city, it was such an important trade centre that in the year 1392 we read of no fewer than three hundred English ships being in the harbour there at one time! From 1455 to 1772 it was nominally subject to Poland, being separated from that kingdom and given to Prussia in that year, when the first partition of Poland took place. The mediæval aspect of the place has been preserved in an extraordinary manner. Houses of the patrician merchants, with lofty ornamented gables and balconied windows, remain, also the Hohe Tor, or High Gate, erected in the year of the Armada, and, behind it, the lofty Gothic Stockurm. The town hall is a magnificent old building; the Artushof, now used as the Stock Exchange, dates from 1330, and the Kran Tor is one of the most unique buildings in Europe. Many tourists visiting Danzig find nearby Zoppot, with its modern casino, a great attraction.

All Baltic cruising liners call at Copenhagen. To miss it would mean missing the brightest spot in the Baltic, for Copenhagen, with its numbers of open-air restaurants, its carefree crowds, and its many places of amusement, has much the same "atmosphere" as Paris. Copenhagen also has wide canals, lined with picturesque old buildings, a fine beach, at Bellevue, and, apart from the two



IN MAGDALENE BAY: A SCENE SHOWING THE GLACIERS AND PEAKS TYPICAL OF SPITZBERGEN, IN THE FAR NORTH. (Photograph by Royal Mail Lines.)



THE "VENICE OF THE NORTH": A GENERAL VIEW OF THE BEAUTIFUL CITY OF STOCKHOLM, SHOWING SOME OF ITS CHIEF WATERWAYS. Reproduced by Courtesy of the P. and O. Line. (Photograph by W. A. Fortens.)

knightly order, the Teutonic Knights, whose grey towers, topped with red tiles, remain in Tallinn and make this fine old town, with its castle, battlemented walls, and narrow, cobbled streets, even more picturesque.

Next in order along the eastern Baltic coast, steaming southwards, is Riga, Latvia's capital and chief port, a fine large city, with a bright social life, and whilst, on the one hand, it has luxury hotels and smart restaurants, a national theatre and opera house, broad thoroughfares and stylish shops, its old quarter, which dates back to the time when



FEATURING A PROFUSION OF FOUNTAINS: THE VERY ORNATE GARDENS FRONTING THE SPLENDID PALACE OF PETERHOF, NEAR LENINGRAD. Photograph by K. K. Bergen.

ingenious reproduction in miniature of the salient physical features of Sweden, the Kungsträdgården; beautifully laid out grounds, and the exceedingly fine modern town hall. Stockholm is a charming city in which to spend a summer holiday, for within easy reach there is the seaside resort of Saltsjöbaden, with good bathing, and by road and by rail, many charming spots can be visited in this lovely land of hills and lakes and rivers. A very pleasant way of reaching it is to journey thither from Gothenburg, by way of the 347-mile long Göta Canal, which traverses characteristic Swedish scenery in the heart of southern Sweden.

From Stockholm, cruising liners usually cross the Gulf of Bothnia to Helsingfors, the capital of Finland, and its chief port. Helsingfors—or, as the Finns themselves term it, Helsinki—is essentially a modern city, in which Finnish architects have created their own styles. The days of Russian domination, however, are still recalled by the great Nikolai Church, which looks down upon the fine Senate Square. In the Esplanade adjoining the Market-Place, a military band gives musical performances.

Occasionally a call is made at Leningrad, and it is well worth it; not only has one a chance of seeing for oneself something of life as it is lived to-day in Russia, but the sights of this noble city, the creation of Peter the Great, and built by him on the marshes of the Neva, are so well organised that it is possible to see most of them in a couple of days. Tsarskoye Selo, formerly the summer palace of the Russian Imperial Family, and now a children's colony, is seen in very much the same condition as it was when Tsar Nicholas II. and his family were imprisoned there prior to their transfer to Siberia. You can see, also, the palace of Catherine the Great, in which there are many priceless belongings of that queen; Peterhof, built by Peter the



SCENERY CHARACTERISTIC OF THE NORWEGIAN FJORDS: A VIEW OF THE LOVELY VALLEY OF ROMSDAL. (Photograph by Royal Mail Lines.)

Riga was a Hansa port, has narrow streets and lanes lined with picturesque old houses. The castle, an imposing fortress, which dominates the city, and the residence of the President of Latvia, was built in 1494-1515 by Walter von Plettenberg, the Master of the Knights of the Sword, but has often been rebuilt, and there is a building, known as the "House of the Black Heads," which was the meeting-place, as far back as the year 1330, of a club of foreign merchants who undertook to assist the town in times of danger, and whose coat of arms bore the head of St. Mauritius the Moor, whence the name "Black Heads." In Riga, also, there are two remarkable churches—the Dom, founded

royal palaces of Christiansborg and Amalienberg, Thorvaldsen's Museum, the Arsenal Museum, with the world's largest collection of weapons, the Ny Carlsberg Glyptotek, and the regalia and other treasures in Rosenborg, are well worth a visit.

One of the most delightful forms of cruising is in the Norwegian fjords, those vast, deep fissures filled with sea water and extending inland, in some cases, for nearly a hundred miles, and which gradually narrow until the water channel is absolutely dwarfed by the precipitous cliffs on either side, rising to heights of from 2000 to 3000 feet. Some fjords afford marvellous distant views of snow-clad peaks; in others you pass alongside mighty glaciers. Longest and deepest of the fjords is the Sognefjord, 80 miles in length, which leads to Laerdal, and to Fretheim and the Fläm Valley. The Hardangerfjord has 70 miles of magnificent scenery, with such famous beauty spots as Norheimsund, Eide, Ulvik, Odda and Vik, and the native costume is still worn in some of its villages. The Nordfjord, 60 miles long, is famed for beautiful Olden and Loen, which lie at the foot of Jostedal Peak, in the Jotunheim mountains, the latter one of the loveliest of Norway's lakes; the Romsdalfjord has wonderful mountain scenery, and the interesting little town of Molde; the Storfjord, wild and imposing, divides into two branches, one ending at Oie, on which are Merok and the Seven Sisters waterfall, and from which a mountain road runs to Hellesylt, on the well-known Geirangerfjord; the Ranenfjord is famed for its splendid views of the Svartisen Glacier; in the Saltfjord there are forty miles of scenery that is unsurpassed, whilst three narrow channels which connect the fjord with Skjerstadfjord form rapids at the ebb and flow of the tide, so that four times a day a great cataract, known as the Salström, rushes through the gullies; and the Lyngenfjord, east of Tromsø, is characterised by mountains, snowfields and glaciers.



## MEDITERRANEAN AND ATLANTIC CRUISES.

**C**RUISING in the Mediterranean is very pleasant indeed in the summer-time, for you can be fairly certain of sunshine, whether at sea or ashore. You can also depend on getting some very good bathing when calls are made on the French Riviera coast, and you are able to sample the very fine bathing-beach of Monte Carlo, and the same applies to a call at Abbazia, in the Adriatic, and to Venice, with its really magnificent Lido, which is so alluring that one is apt to forget those other great attractions of Venice.

Lovers of natural beauty will find it on a cruise which includes Ajaccio and Rapallo, and at Taormina, for which Messina is the port, whilst a visit to Naples enables one to drive along the road to Amalfi, with superb coastal scenery, and a call at Capri reveals rock formations and grottoes of extraordinary charm. Those with a zest for the picturesque will surely find it in the mediæval strongholds along the coast of Dalmatia, Kotor, Split, and Dubrovnik, which are steeped in the history of the Middle Ages, and in the battlements of Grand Harbour, at Valletta, in Malta, whilst romance and history go hand in hand in Cyprus, where Thotmes III. of Egypt, Sargon II. of Assyria, Alexander the Great, and the Caliph Harun Al-Rashid each made conquests, and where Richard Cœur de Lion married his extremely youthful queen, Berengaria of Navarre.

World wonders are to be seen at Herculaneum and Pompeii, though no longer at Rhodes, which has lost its Colossus, but has its palaces of the Knights of St. John, and at Istanbul. Those who retain their interest in the classics will be thrilled with visits to Delos, Melos, and Santorin, and to Athens; and curious scenes of Berber life will delight those who have the good fortune to find in their itinerary the port of Algiers, where, too,

Teneriffe, that Nelson made an unsuccessful attack, which cost him his right arm, and there, also, Admiral Blake, in 1657, attacked and defeated the Spanish fleet lying under the cover of the guns of the fortress.

The question will probably never be settled whether Plutarch meant to describe the Canary Isles, or those of Madeira, as "the Isles of the Blest," but certainly Madeira is very lovely, with its lofty mountains, luxuriant valleys, and magnificent cliffs by the sea, and the view one has from Funchal, the cruising port, is exquisite. You can get almost any climate you wish for in Madeira. Pineapples

There should be a good many summer-time trips across the Atlantic this year for the great World's Fair in New York, opened officially by President Roosevelt on April 30, which has cost £30,000,000, and contains a number of extraordinary novelties, typical of the fertility of American inventiveness. Special fares are in operation for the ocean trip. There are many extra sailings by vessels of the principal Atlantic lines, and tickets are interchangeable between vessels calling at Canadian ports and those calling at New York, so that visitors to the Fair can travel outwards one way and return by another. Further, visits to the World's

Fair are connected with general tours to the United States and Canada, so that, after seeing the Fair and the wonders of New York, you can go on to the beautiful capital of the United States, Washington, and the White House; to Philadelphia, with its Independence Hall and its memories of William Penn; to Chicago, astonishing with its amazing contrasts, its capacity for big business, and for pleasure, and its wondrous cosmopolitanism; and, *via* the Rockies of Colorado, where Pike's Peak towers over 14,000 feet into the sky, the Grand Canyon, the world's greatest natural marvel, and Los Angeles, seductive with its beauty, and with Hollywood for an extra "draw"; to San Francisco, which also has a World's Fair, one generally representative of the Pacific, and which serves to enhance the enjoyment of a few days spent in this most interesting city. There are tours, too, which enable you to see the leading cities of Canada—historic Quebec, Montreal, Toronto and Ottawa, and to visit the Niagara Falls, and to go on, if you have the time, by the magnificent scenery of Northern Ontario, across the great wheat plains to the marvels of the Canadian Rockies—to beautiful Banff, lovely Lake Louise, and charming little Lake Emerald—and then to get a glimpse of Vancouver and Victoria, gems of Canada's Far West.

A very pleasant alternative route for visitors returning from the World's Fair is to journey



LYING ALONGSIDE THE WHARF AT HAMILTON: A FURNESS-WITHY LUXURY LINER AT BERMUDA'S CAPITAL AND CHIEF PORT. (Photograph by Furness-Withy Line.)



SHOWING GOAT ISLAND ON THE EXTREME LEFT AND THE CANADIAN SHORE OPPOSITE: A VIEW OF THE CANADIAN, OR HORSESHOE FALL OF THE NIAGARA FALLS. (Photograph by Canadian Pacific.)



SURROUNDED BY THICKLY-WOODED HILLS AND WITH GLORIOUS VIEWS OF THE VICTORIA GLACIER, REFLECTED IN ITS PLACID WATERS: LOVELY LAKE LOUISE, IN THE CANADIAN ROCKIES. (Photograph by Canadian Pacific.)

the grim Kasbah reminds one that time was when cruising in the Mediterranean could yield experiences the reverse of pleasurable!

A splendid start-off for an Atlantic cruise is the call at Lisbon, which has such an inviting appearance from the river, the Tagus, up which your vessel steams until within almost a stone's-throw of the city. Ashore, its magnificent avenues and parks, where the luxuriance of the vegetation attests to the genial climate, add greatly to your favourable impressions, whilst your historical sense is appealed to by the narrow, steep, and winding alleys of the Alfama, where Roman and Moorish Lisbon meets the mediæval quarter, and by such buildings of historic interest as the Convento dos Jeronimos, founded in 1499 to commemorate the discovery of the Cape route to India, and which contains many royal tombs, including that of Catherine of Braganza, the wife of Charles II. of England, and the Torre de Belem. Time is generally given, when on a cruise visit to Lisbon, for a look at Estoril, where the beach is a very attractive one, the Casino also, and for a drive to Cintra and its palaces amongst eucalyptus and pine-woods.

Casablanca, on the North African Atlantic coast, is a favourite cruising port of call, because it gives an opportunity of seeing Rabat, which is a typical old Moorish town, with a magnificent minaret of the Almohade period, and, on the north side of the river Bu Ragrag, opposite, is Salé, where there are numerous Muslim sanctuaries and tombs of saints, and which was, in the seventeenth century, an independent republic and a great haunt of corsairs. To the south of Casablanca, some little distance out in the Atlantic, are the Canary Isles, with ports of call on Grand Canary and Teneriffe, Orotava, on the latter island, being delightful in the summer-time—high up, with a grand sea view, and backed by hills which sometimes are snow-topped, and by the famed Peak of Teneriffe, 12,200 feet high. It was at Santa Cruz, the capital of



ONE OF THE MANY CHARMING LITTLE BEAUTY SPOTS TO BE FOUND ON THE ISLAND OF MADEIRA: THE HARBOUR AT CAMARA DE LOBOS. (Photograph by Union-Castle Line.)

and bananas grow at sea-level, apples and pears higher up, and on the mountain heights there is alpine flora! Moreover, there are good motor roads, a funicular up to a delightful restaurant, at Terreiro da Lucta, 3330 feet, an English country club, and Reid's Hotel, with its splendid bathing facilities, is one of the world's well-known houses of call. I like to believe that Madeira was discovered by two lovers, Robert Macham and Anna d'Arfet, of this country, when fleeing from family wrath, but Gonsalves Zarco, a Portuguese sailor, has official credit for the discovery, one from which pleasure-seekers benefit, and have benefited, not a little.

by air, in five hours, from New York to Bermuda, or by one of the large Furness-Withy luxury liners, making the passage in forty hours, and returning therefrom by sea. Bermuda has a summer season, when its bathing-beaches of pink coral present a very gay scene; when yachting, in waters that are very safe, is at its height; fishing, with some large catches possible, at its best; and bright social life. You drive along leafy lanes by the shore of a calm inland sea, and feel a wondrous content, for your vehicle is horse-drawn and no hum and whirr of speed exists. In old-time St. George's, once the capital of these fairy-like isles, there are quaint old narrow, rambling lanes, reminiscent of the days when witches were burned in this island paradise, and houses, just as quaint, some dating back to Stuart times; also in St. George's, in Hamilton, at Castle Harbour, and elsewhere, there are splendid hotels, up-to-date in all respects, as are all facilities for holiday-makers in modern Bermuda.

A longer Atlantic cruise is that to the Amazon, by way of Portugal, Madeira, and the Doldrums, where light airs and calms make the crossing ideal, and one to be enjoyed to the utmost. Stopping first at Pará—some seventy-five miles up the Pará River, one of the mouths of the Amazon—a fine city, founded in 1615, and well worth seeing, you then pass through the famous Narrows, with dense vegetation, characteristic of the Amazonian forest, lining each bank, so near that you can almost throw a stone ashore, and affording some very interesting glimpses of river life, animal and human. When the river widens, at Monte Alegre, you see a range of flat-topped mountains, and then bottle-green water from the Tapajós joins the yellow waters of the Amazon. So on to the Rio Negro and Manaós, the jungle capital, 1000 miles from the sea! Here trips are organised into the flooded Amazonian forest, where giant Victoria regia lilies grow, and to the beautiful Tarumã Falls.



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**SUMMER HOLIDAYS IN MANY LANDS—  
FRANCE—ITALY—AND SWITZERLAND.**

TO judge from the attractive literature prepared by the various Continental countries which make a feature of tourism, the summer holiday season this year is expected to be quite up to the standard of that of recent years, and intending visitors will find a welcome as hearty as ever, and the keenest of endeavours to make their stay enjoyable. France has an extremely wide range of summertime resorts, along the coast of the Mediterranean, the Channel, and the Atlantic; inland, amid charming pastoral and woodland surroundings; and among the mountains of the Alps of Savoy, the Alpes Maritimes, the Jura, the Vosges, the Ardennes, and the Pyrenees. Chamonix is an admirable centre for those who are keen on mountaineering and for lovers of magnificent scenery, so much more of which can now be seen owing to the provision of aerial-cable railways. The wild central mountain region of Auvergne, with its volcanic peaks and marvellous subterranean caverns, has Mont Dore, La Bourboule, and Lioran; in the Pyrenees, where you gain glimpses of old-time customs and costumes amongst the Basques and the Béarnais, are Cauterets, Bigorre, and Luchon, all three of which have mineral springs of great repute; which applies, too, to Vernet-les-Bains, Amélie-les-Bains, and Aix-les-Thermes; in the Vosges are such delightful spas as Vittel, Contrexéville, Luxeuil, and Gérardmer; the Jura has a charming little resort in Dole, the birthplace of the great Pasteur; and for the forested hills of the Ardennes, Metz is an excellent stopping-place. Lake-side resorts are Evian, on the Lake of Geneva, opposite Lausanne, and Aix-les-Bains, just above Lake Bourget, both of them spas,



A RESORT WHICH HAS AS GAY A SEASON IN SUMMER AS IN WINTER: MONTE CARLO WITH ITS DELIGHTFUL BATHING-BEACH.

with attractions of the highest order. The latter ranks with Vichy, situated in the heart of the wonderfully picturesque hilly regions of the Auvergne and the Forez, as the most fashionable thermal resort in France.

Of the coastal resorts of France, Le Touquet is very popular with visitors from this country, with its splendid facilities for sport, especially golf and bathing, its fine hotels, and its up-to-date programme of amusements. Along the coast of Normandy, Dieppe and Étretat, Deauville and Trouville have excellent bathing; and the two last-named resorts are very smart in the height of the season. Deauville has palatial hotels, a beach that is world-famous, and a most luxurious bathing establishment; its Casino has a great reputation for its play; golf, tennis and polo figure among its sports facilities, also yachting, with several regattas; and horse-races, on two courses, are frequent throughout the season. A holiday in Normandy gives one a chance of seeing such



SHOWING BELLA ISOLA IN THE FOREGROUND: A CHARMING VIEW OF THE BORROMEOAN ISLANDS FROM STRESA, ON LAKE MAGGIORE.

Photograph by Menotti Thanoff.

interesting historical places as Caen, Mont St. Michel, Lisieux, and Rouen. The Breton coast is surpassed nowhere for grandeur of cliff scenery; add to this pretty little bays and mysterious megalithic remains, and it is easy to understand the appeal of such spots as Roscoff and Paimpol, Morlaix and Trebeurden, Carnac and Concarneau; though Brittany has, too, such fashionable centres as Dinard and La Baule. Further south, on the Basque coast, which has its own peculiar charm, and a great asset in the proximity of the Pyrenees, are Biarritz and Jean-de-Luz, both well organised for the summer season.

Then there are the resorts of the Riviera, large and small, where, whatever your choice, you are certain of sunshine. There are delightful little places such as La Ciotat, Bandol, Sanary, Le Lavandou, St. Tropez, Cavalaire, and Le Trayas, where you will find good accommodation and have a restful and an interesting time, and at Hyères, St. Raphael, Cannes, Juan-les-Pins, Nice, Beaulieu, Menton or Monte Carlo you can obtain all the luxury you need, for all are organised on a scale which ensures the maximum of facility for sport and pleasure, and hotels are of grades to suit all purses.

Italy is fortunate in possessing resorts among the mountains, by lakes and by the sea. In that magnificent region known as the Dolomites, where the changing tints of the mountains, and their fantastic outlines, fascinate one, there are centres such as Cortina, Merano and Bolzano, which are thoroughly up to date, and which are admirably situated for exploring the countryside; and there are little beauty-spots, such as Canazei, Braies al Lago, Tre Croci, Carezza, and Misurina, where you are very well catered for amid perfect surroundings. Then resorts in the lovely valley of Aosta afford opportunities for views of such far-famed mountains as Mont Blanc, Monte Rosa,

(Continued on page 859.)



*Continued.*

and the Matterhorn, and still among the mountains are those wonder lakes of Italy—Como, Maggiore, and Garda, Como with Cernobbio, and its celebrated Villa d'Este, Cadenabbia, Menaggio, and Bellagio, resorts with beauty of a superlative type; Maggiore with Stresa, near to Mount Mottarone, and facing the world-renowned Borromean Isles, of which Isola Bella, with its flowered terraces rising from the water's edge, amply justifies its title; and Garda, encircled by a motor-road which enables one to see all of its many charms and gives easy access to gay Gardone, Fasano, Malcesine, Riva, Torbole, and others of its resorts.

In Viareggio, Italy has a fine resort on the Tyrrhenian Sea, with sands that slope gently and where the bathing is very safe. It is one of the gayest of Italy's seaside centres, with abundant provision for sport and amusement. Further south are Capri and Sorrento, warm in the summertime, but their heat tempered by cooling sea breezes, whilst their charms are manifold. Adriatic resorts embrace the lovely little island of Brioni, and attractive Abbazia, on the mainland—the eastern coast of Istria; whilst on the coast opposite are Riccione, Rimini, and other resorts, with some of the finest bathing anywhere; and then there is Venice—Queen of the Adriatic—with its enchanting Lido, its palace-lined canals, gondolas and summer fêtes, its history, and its romance! Venice is to honour the memory of Paolo Veronese this summer, with an exhibition of his works, open until Nov. 4, one of the contributions to which will be the preparatory sketch for the "Apotheosis of Venice," to be loaned by H.R.H. the Princess Royal; whilst another is the "Portrait of a Gentleman," to be loaned by the Earl of Harewood. Another art exhibition will be that of the Medici Exhibition of Renaissance Art in Florence, which will comprise many works from British art collections; and a third is the Leonardo da Vinci Exhibition, in Milan, open from May 9 till Sept. 30, to mark the



THE SCENE OF THE SWISS NATIONAL EXHIBITION THIS SUMMER: ZÜRICH, SHOWING THE SHADY, WELL-KEPT PROMENADES FRONTING THE LAKE, AND THE BACKGROUND OF DISTANT SNOW-CAPPED PEAKS.

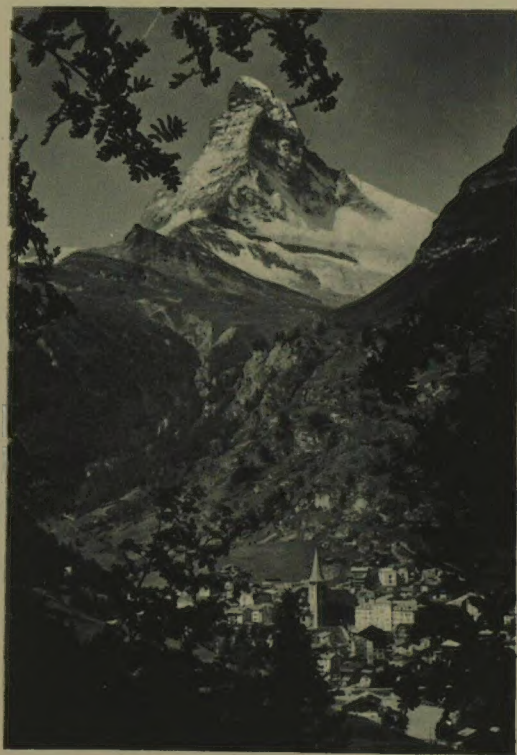
*Photograph by L. Beringer.*

420th anniversary of Leonardo da Vinci's death, and to which a collection of nineteen sketches has been loaned from Windsor Castle by his Majesty the King.

Switzerland is holding a National Exhibition this summer, an event which occurs once only in about twenty-five years, and accordingly a very fine show is being staged. It is being held in Zürich, the greatest and most historical of the cities of Switzerland, the leading centre of Swiss culture and commerce, situated on the shore of a beautiful lake, around which are several delightful resorts, and with nearby heights—the Zürichberg and the Uetliberg, which make it a most agreeable centre for a holiday. There are many quaint old houses and picturesque quays in Zürich, and fine, broad thoroughfares, with imposing buildings—amongst them, the Swiss National Museum, the University and the Art Gallery, with a representative collection of paintings and sculptures by Swiss masters from the fifteenth century to modern times. Apart from excursions by steamer to resorts on the Lake of Zürich, there are the lovely valley of the Sihl, the lake of Zug and the Zugerberg, the Greifensee and the Pfannenstiel, the ancient castle of Kyburg, Schaffhausen and the Rhine Falls, and the monastery of Fahr and Baden, in the Limmat Valley, to be seen.

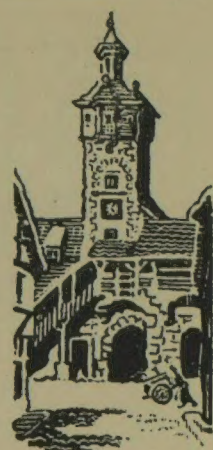
The Exhibition will represent the working efficiency of the Swiss people, their intellectual and material culture, the newest creations of Swiss industries, and the results of scientific research at Swiss universities and schools.

Many of the visitors from this country to Zürich this summer will, without doubt, go on to other regions of Switzerland, far-famed for their magnificent scenery—the Lake of Lucerne, the rugged mountain district of the Engadine, with St. Moritz and Pontresina, and that fine spa, Tarasp-Vulpera; the equally rugged Bernese Oberland, with its Jungfrau and Falls of Trümmelbach, Interlaken its well-organised centre; its "high-lights" Wengen, Mürren, and Grindelwald; the country of the Valais, with the Lake of Geneva, and its fine centres—Geneva, Lausanne, and Montreux; and the land of Tessin, where, on Lakes Lugano and Maggiore, nestle Lugano and Locarno. Switzerland is giving special reductions in train fares and many other travel facilities for visitors, including petrol for motorists at specially reduced prices; a feature of travel in France is the tourist travel-card, valid for three months, costing 40 francs, which entitles holders to a 40 per cent. reduction on all lines of the French Railways, and to a petrol coupon booklet for petrol price reduction; and Italy gives a special tourist rate of exchange, and reductions in fares on the Italian State Railways.



AS SEEN FROM THE HEIGHTS ABOVE ZERMATT, A RESORT WHICH IS VERY POPULAR WITH ALL LOVERS OF MOUNTAINS: A STRIKING VIEW OF THE MATTERHORN.

*Photograph by E. Gyger.*



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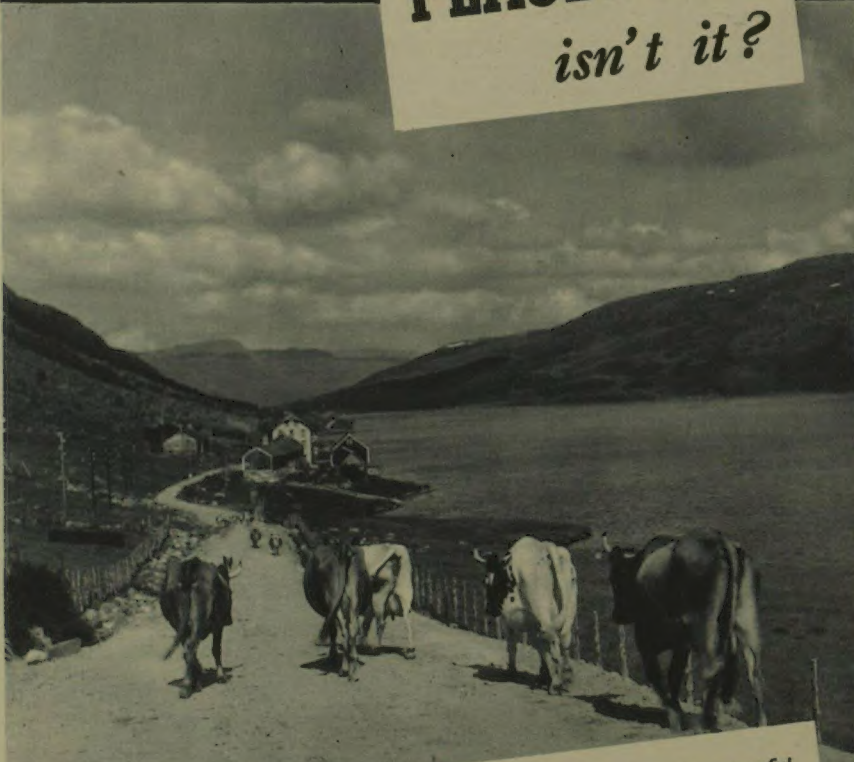
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## BELGIUM—HOLLAND—HUNGARY—YUGOSLAVIA— RUMANIA AND TURKEY.

THE fine coast of Belgium, with its long stretches of sand, flanked with dunes of waving grass, amid which one can lie and sun-bathe until the propitious moment arrives for a dip, is a great attraction for summer holiday-makers from this country. There are many resorts—Ostend the queen of them all, with its magnificent Kursaal and its many other facilities for sport and pleasure. Blankenburghe is a redoubtable rival to Ostend, and Le Zoute is easily next in popularity, and one can understand why, for its shady walks, flower-spangled dunes and nearby pine-woods are very appealing in the height of summer. Westende and Middelkerke are very modern and very charming, both being ideal for a family holiday, and among other resorts are Le Coq, Coxide, and Breedene. A holiday on the Belgian coast affords opportunities for visits to Zeebrugge, Ypres, and the battlefields of Flanders, and to those charming old cities and towns of Belgium with a wealth of artistic treasure—Bruges, Ghent, Liège, Louvain, Malines, Huy, Namur, Tournai and Mons, and to Brussels, with its imposing Grand Place and fascinating Halls of the Guilds. Another interesting form of summer holiday in Belgium is one spent amid the wooded heights and valleys of the Ardennes, one of the loveliest regions in Europe, and for which Spa is an admirable centre, thoroughly



A VERY PEACEFUL SCENE IN THE ZUYDER ZEE: THE HARBOUR OF THE ISLE OF MARKEN.

Photograph by Edward E. Long.

up-to-date in its provision for accommodation, sport, and amusement, and from which attractive excursions can be made.

A holiday in Holland, spent in touring its peaceful canals, exploring delightful old-world villages, and visiting its picturesque towns and cities, is one that offers a very enjoyable prospect. An alluring trip by canal is to proceed by boat from Amsterdam, an excellent holiday centre, with its fine hotels, smart restaurants, choice art collections and pleasant, tree-lined waterways, to Volendam, passing through green fields and by quaint villages—Broek-in-Waterland and Monnikendam—and from Volendam to the Isle of Marken, in the Zuyder Zee, where, as at Volendam, also, the peasants wear very distinctive costumes and afford great joy to amateur photographers! Delft, Dordrecht, Leyden—the city of the Pilgrim Fathers—Gouda, Amersfoort, Middelburg, Hoorn and Haarlem are entrancing examples of old-time Dutch architecture, and a visit to Alkmaar on a Friday, when the great cheese market is held, will repay you with an extremely novel sight. Holland has some fine bathing resorts—Scheveningen, the largest, and very up-to-date in its attractions, has been termed the "Brighton of Holland," Zandvoort, Bergen-aan-Zee, and Flushing, on the Isle of Walcheren; and no visitor to this hospitable



IN THE LOVELY VALLEY OF THE SEMOIS: A VIEW OF THE CHARMING SCENERY AT FRAHAN AS SEEN FROM BOUILLON.

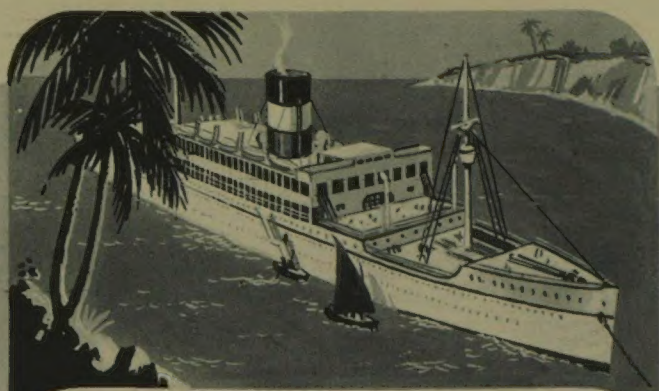
Reproduced by Courtesy of the Belgian Railways and Marine. Photograph by Alexis-Oblut.

land should fail to spend a day or two in The Hague, one of the cleanest, most attractively built and well-laid-out of all the world's capitals, with a splendid picture gallery, the Mauritshuis, an imposing Peace Palace, several museums, and that which certainly makes it a place worthy of English pilgrimage, the house in which Mary Stuart, Queen of England, once lived as the wife of William of Orange.

The centre for a holiday in Hungary is Budapest, a city with a situation which enhances exceedingly its many other charms. Built on both sides of the Danube, which here is wide and clear, Buda, the old historical part of the city, on high ground, a fine setting for its royal palace and battlements; Pest, the modern city, on a level stretch, with handsome, broad thoroughfares and imposing mercantile buildings, in striking contrast with the hilly, narrow and winding streets of Buda, and its old-time houses. Budapest is a fascinating city, a perfect blend of the old and the new. With its luxury hotels, fine shops, smart restaurants and splendid spas, the baths of St. Gellért, where there are luxuriant gardens, and "witching waves," St. Lukács, the Császár, the Széchenyi, the Elisabeth, and those on St. Margaret Isle, in mid-Danube, among shady woods and lovely lawns, its facilities for bathing, boating, golf and tennis, and its theatres, cabarets and concerts, Budapest has much to offer the visitor, and there is the added delight of an evening in a café where you eat a meal of most appetising Hungarian food, accompanied by a bottle of Tokay, and listen to the bewitching strains of real gypsy music! Then there are excursions by steamboat on the Danube, to the Svábhegy, 1650 ft. up, to the castle at Arpád, to Lake Balaton, Hungary's great inland sea, and to Debreczen, for the great plain of Hortobágy, where you will see vast herds of horses and cattle and the herdsmen who tend them—a perfect picture of Hungarian pastoral life.

[Continued overleaf.]



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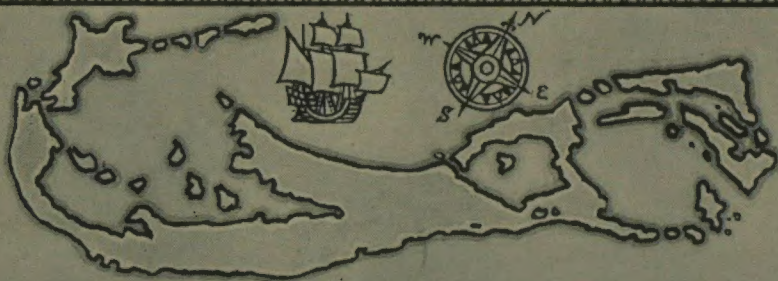
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# Bermuda

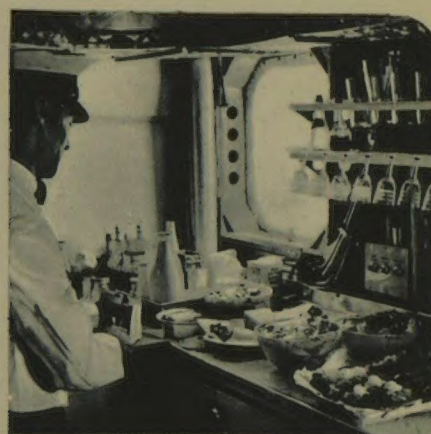
PLEASURE ISLAND



## Look up... look down



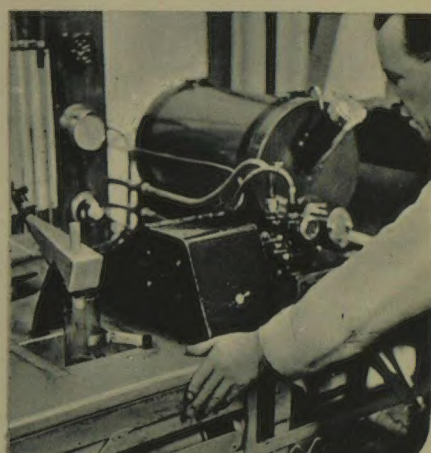
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*Continued.*

The beauty and excellent climate of the coast of Dalmatia are known to the many folk who have visited it, but it is not so generally known that Yugoslavia has a delightful summer holiday region, among the Slovene Alps, where Bled, with a charming situation on the lake of that name, amid magnificent scenery, and the summer-time residence of the Yugoslavian Royal Family, is the chief resort. A holiday there enables one to explore the romantic gorge of the Vintgar, and, from Mojstrana, to climb Mount Triglav, to view the waterfalls of Radovina and the remarkably clear lake of Bohinj; also to visit the picturesque town of Ljubljana, lying at the foot of densely-wooded hills, and Zagreb, the colourful capital of Croatia-Slavonia.

Rumania also has a most attractive summertime playground—the plateau of Transylvania, ringed round by the majestic peaks of the Carpathians and the fine forests which clothe their lower slopes. In this mountain region there is a resort, Sinaia, the home during the summer of the Rumanian Royal Family, which has good hotel accommodation, an up-to-date casino, golf and tennis, and is a good centre for climbing and for excursions on horseback among the mountains. Not far away are the oil-fields of Cămpina. At Doftana, a typical salt-mine can be seen, and by train or by car you



SHOWING THE GOLDEN HORN AND, IN THE MIDDLE DISTANCE, ST. SOPHIA:  
A GENERAL VIEW OF ISTANBUL FROM PERA.

can go to Buşteni, another summer resort; whilst also within reach is Brashov, an interesting old town with black and white towers, part of its original fortifications. A holiday at Sinaia would, naturally, mean a stay in Bucharest, a city of fine buildings, first-class hotels, and a really magnificent park.

Thanks to the tireless constructive energies of the late Kemal Atatürk, Turkey is no longer almost a closed door to the tourist. Istanbul, in a setting of great beauty, now has hotel accommodation of a high order, and the amenities usually to be found in a large European city. Its streets and pavements are clean, new, wide thoroughfares have been constructed, and you can sit in a shady, terraced garden high up in Pera and sip your bock as the sun sinks in a blaze of glory across the Golden Horn. But though Istanbul has been modernised thus, its treasures of the past remain untouched, the battlements built by the Emperor Theodosius in A.D. 413; St. Sophia, jewel of Byzantine architecture, its precious mosaics restored to view; the far-famed Blue Mosque; the mosque of Suleiman the Magnificent; the palace and treasures of the Sultans, formerly forbidden to all foreigners; the extraordinary Basilica Cistern, the Roman-built reservoir of the city; the ancient Byzantine Hippodrome; and the sarcophagus of Alexander the Great.



FORMERLY KNOWN AS RAGUSA: THE PICTURESQUE OLD FORTIFIED PORT  
OF DUBROVNIK, ON THE DALMATIAN COAST OF YUGOSLAVIA. (Photograph by J. Tosovic.)

Sea and rail travel connections with the Continent are simplified by the issue of tickets at special rates, for varying periods, by the Southern, Great Western, London Midland and Scottish, and London and North Eastern railways for the following routes: Dover to Calais, Ostend and Dunkirk (train-ferry); Folkestone to Dunkirk and Boulogne; Newhaven to Dieppe; Southampton to Havre and St. Malo; Gravesend to Rotterdam; Harwich to the Hook of Holland, Flushing, Antwerp, Zeebrugge, and Esbjerg; Grimsby to Hamburg; Hull to Rotterdam; Tilbury to Gothenburg; and Newcastle-on-Tyne to Bergen, and air connections with all of the European capitals and many of the chief cities are maintained by frequent services of Imperial and British Airways, the Royal Dutch Air Lines (K.L.M.), and Air France, and there is a special Olley Air Service to Deauville.

Messrs. Thos. Cook and Son, whose experience in matters connected with foreign travel is unrivalled, and who place at the convenience of their clients a network of agencies covering the whole of Europe, and have a reputation for securing the best accommodation available, are running conducted tours to every part of the Continent this summer, with very special facilities for visitors to the Swiss National Exhibition at Zürich, and they announce four special grand tours of Europe, by special train, to Italy—Genoa, Pisa, Rome, Naples, Pompeii, Vesuvius, Capri, Florence, Venice, Milan, and Stresa, leaving twice a month, after the Whitsun tour, May 26, till the end of September, in which month there are three departures; through Central Europe—Brussels, Zürich, Innsbruck, Vienna, Budapest, Prague, Dresden, Berlin, and Cologne, three departures in June, two in July and August, and one in September; to France—Paris, Tours, Vichy, Avignon, Nîmes, Cannes, Nice, Monte Carlo, Mentone, Route des Alpes, Grenoble, Dijon, Fontainebleau and Versailles, sixteen departures during June, July, August and September; and to Scandinavia—Copenhagen, Stockholm, Oslo, the Fjords, and Bergen, with no fewer than thirty-five departures during June, July and August. Full particulars of these tours and other travel arrangements appear in "Summer Holidays Abroad," to be obtained free of charge at any of Cook's offices.